



YMPO EXECUTIVE BOARD REGULAR MEETING AGENDA

EXECUTIVE BOARD

Regular Meeting

Thursday, March 26, 2026

3:30 P.M.

The Meeting will be held In-Person and/or using GoToMeeting by Video and/or Teleconference from the Main Conference Room at the YMPO Offices at 230 West Morrison Street, Yuma, Arizona 85364

YMPO EXECUTIVE BOARD

Chairwoman	Wynnie Ortega, Councilmember, Cocopah Indian Tribe
Vice-Chair	Lorena Delgadillo, Councilmember, City of Somerton
Secretary/Treasurer	Lynne Pancrazi, Board of Supervisors, Yuma County
Member	Cecilia McCollough, Councilmember, Town of Wellton
Member	Martin Porchas, Board of Supervisors, Yuma County
Member	Maria Cecilia Cruz, Councilmember, City of San Luis
Member	Carol Smith, Councilmember, City of Yuma
Member	Karen Watts, Councilmember, City of Yuma
Member	Mark Martinez, Councilmember, City of Yuma
Member	Sam Elters, Arizona State Transportation Board, AZSTB/ADOT

Please join the GoTo meeting from your computer, tablet or smartphone.

<https://meet.goto.com/675888245>. You can also dial in using your phone. United States (Toll Free): 1 877 309 2073 Access Code: 675-888-245.

1. **Call to Order and the Pledge of Allegiance**

The meeting will be called to order and members will be asked to recite the Pledge of Allegiance.

2. **Roll Call Attendance and Declaration of Votes**

Lourdes (Lulu) Lopez, YMPO Accountant II/Executive Assistant, will call the attendance roll and if any members of the City of Yuma are not in attendance, those members that are in attendance will have the opportunity to declare the number of votes that each member will exercise, including any proxy votes.

3. **Title VI Declaration and Call to the Public**

Jesus Aguilar, Jr., YMPO Mobility Manager, will read a brief message, reminding members of our Title VI obligations. In addition, this item provides an opportunity for comments by the public on subjects *not* on the agenda. Individuals wishing to address the YMPO Executive Board (the Board) need not request permission in advance and are limited to three (3) minutes. Any members of the public attending by teleconference are requested to contact YMPO staff with any questions they may have prior to the meeting.

4. Consent Agenda

- A. Approval of the February 26, 2026, Board Meeting Minutes.
- B. YMPO Income/Expenditure Reports for February 2026.

A copy of the draft minutes of the Regular Board meeting from February 26, 2026, will accompany this agenda. Members will have the opportunity to review, report any changes, and/or approve the minutes. The February 2026 financial reports will accompany this agenda and will be available for comment, and possible approval, at this meeting.

This item is on the agenda for information, discussion, and possible action to approve the Consent Agenda. Copies of the draft minutes for February 26, 2026, and the financial report for February 2026 are attached as Items 4A and 4B, respectively.

5. Roads of Regional Significance Study (RORS) Final Report

Consultant Kimley-Horn will present the Draft Final Report on the Roads of Regional Significance (RORS) Study.

This item is on the agenda for information, discussion, and possible action to approve the Roads of Regional Significance Final Report by the Executive Board. Chris Joannes will present this item.

6. Election of YMPO Subcommittee Members and Identification of Officials for Attending AZSTB and RTAC meetings - Calendar Year 2026

The purpose of bringing this item back before the Board is to confirm the subcommittee member elections and representative appointments that were voted on during the February 2026 meeting. As several Board members were not present at that time, staff is presenting the previously approved selections for confirmation to ensure the full Board has the opportunity to review and acknowledge the 2026 subcommittee memberships and statewide board/council representatives.

YMPO has three possible subcommittees:

- (a) The Audit Subcommittee;
- (b) The By-Laws Subcommittee; and
- (c) The Evaluation Subcommittee.

The Audit and Evaluation Subcommittees are needed every year, but the By-Laws Subcommittee is only needed when changes to the By-Laws (or YMPO Policies and Procedures) are needed. **All three Subcommittees will likely be needed this year.**

In addition, there are two Statewide Boards/Councils for which YMPO normally nominates representatives to attend meetings, when requested. YMPO generally appoints members (and alternates) to attend and represent the region.

- (d) the Arizona State Transportation Board (AZSTB); and
- (e) the Rural Transportation Advocacy Council (RTAC);

Although Subcommittee members follow a nomination/election process, AZSTB and RTAC representatives may be appointed by the YMPO Chair. Elections are only held if more than one member volunteers their services. If members are interested in taking on any of the responsibilities outlined above, they are encouraged to contact the incoming Board Chair, and/or Executive Director, and/or you are welcome to have someone nominate you and/or self-nominate.

This item is on the agenda for information and discussion, and possible action to elect and/or confirm nominated members to the three YMPO Subcommittees and/or Statewide Boards/Councils. Ms. Figueroa will present this item, and further information is provided in Information Summary 6.

7. FY 2026 – 2030 YMPO TIP Amendment #4

The FY 2026-2030 YMPO TIP was initially approved on July 31, 2025, and has since been amended three times, most recently on January 29, 2026, by the Executive Board. Since that time, we have received notification of funding for five new Highway Safety Improvement Program (HSIP) projects that need to be added to the TIP.

This amendment will add five new HSIP projects to the YMPO TIP, including project phases, and will amend one existing HSIP project in the City of San Luis.

This item is on the agenda for information, discussion, and possible action to approve the FY 2026-2030 YMPO TIP Amendment #4. Mr. Villegas will present this item; further details are provided in the information summary 7.

8. Short-Range Transit Plan Request for Proposals

YMPO applied for the 5305(e) FFY2025 Transit Planning funding, and on January 23, 2026, ADOT informed YMPO that \$180,000 in funding was approved. \$169,740 in Federal funding with a \$10,260 in local match to develop a Short-Range Transit Plan (SRTP). YMPO will work closely with YCIPTA on this project, and a Request for Proposal will be released soon.

The SRTP is funded by an FTA Section 5305(e) Consolidated Planning Grant. The SRTPs should be fully updated every five years, with a planning horizon of five years (FY 2026 – FY 2030).

This item is on the agenda for information and discussion only. JR Aguilar, Mobility Manager, will present this item, and further details are included in Information Summary 8.

9. Transportation Alternatives (TA) Program Update

The Transportation Alternatives (TA) Program is funded through a set-aside of the Surface Transportation Block Grant (STBG) Program and is a federally funded competitive program that supports community-based, smaller-scale transportation projects. These projects improve safety, connectivity, and equitable access within on-road transportation networks for all users.

The FY27 TA call for projects opened on February 27, 2026, and is currently underway. Applications will be accepted until April 3, 2026. As part of the screening application process, the project sponsors will need to coordinate with YMPO to obtain a letter of support to include in the application submittal. Yuma County intends to submit an application and has requested a letter of support to fund construction of the Ferguson Lateral Canal from West Main Canal to the 5th Street Multi-Use Pathway.

This item is on the agenda for information and discussion only. YMPO Associate Planner, Jeff Heinrichs, will present this item; further details are contained in information summary 9.

10. Letters of Support - Congressional Directed Spending

Yuma County requested three letters of support for the fiscal year 2027 appropriations bill for transportation projects including the Ave E-D Corridor and two Multi-Use Pathway Projects on Ferguson Later Canal: West Main Canal to 5th Street and East Main Canal: Yuma Co. 12th St (City of Yuma 40th Street) to Yuma Co. 14th St. Two of these projects are included in at least one YMPO transportation planning document and previously supported by the Board; letters have been executed by Director to meet the March 18 deadline.

This item is on the agenda for information and discussion only. Crystal Figueroa, Executive Director, will present this item, and copies of the letters are included in the packet as item 10.

11. FY 2026-27 YMPO Unified Planning Work Program (UPWP) Amendment #3

The FY 2026-27 YMPO UPWP and Annual Budget was approved by the Board on May 29, 2025. Since that time, the UPWP has been amended twice, most recently on December 11, 2025. The amendment updates the estimated federal award amount to the actual award received for the FFY 2025 FTA Section 5305(e) CPG Transit Planning Funds, which will be used to conduct the YMPO Short-Range Transit Plan.

This item is on the agenda for information, discussion, and possible action. Crystal Figueroa, Executive Director, will present this item, and further details are included in Information Summary 11.

12. FY 2026 Title VI Update, Training and Guidance

YMPO Title VI Coordinator will provide a training session to address significant updates and compliance with Title VI of the Civil Rights Act of 1964.

This item is on the agenda for information and discussion only. YMPO Title VI Coordinator, Mr. Aguilar, will provide training; further details are contained in the attached Information Summary 12.

13. Summary of Current Events/Board Member Reports/Executive Director's Report & Comments by Other Participants

This agenda item is an opportunity for members and staff to update the Board regarding recent occurrences, as shown below. If written information is available, it will be included in an attached information summary.

- A. Staff Reports - Future Meetings.
- B. TAC Minutes.
- C. Conference Updates (AzTA, AZRTS, and Roads and Streets).
- D. MPO/COG Director/Planner Meetings.
- E. Rural Transportation Advocacy Council activities.
- F. Projects - Economic Development and Transportation.
- G. Status Report on AZ Smart Fund.

This item is on the agenda for information, discussion, and for Board members and other staff reports and comments.

14. Possible Future Agenda Items

The following items will likely be heard at a future meeting. Members are encouraged to suggest topics for discussion at a future Board meeting:

- A. YMPO Accounting Manual, Employee Manual, and Procurement Updates.
- B. AZ SMART Fund
- C. Transportation Alternatives Program
- D. Arizona Sun Cloud
- E. Rural Transportation Advocacy Council (RTAC) Update
- F. BASICS ACT

15. Progress Reports

Members and staff will update the Board on the progress of ongoing projects and other recent events:

- a. Mar 3 – Staff Meeting (PW, FV, JH, JR, LL, LZ)
- b. Mar 3 – YMPO CSCS – Monthly Check-In (CF, FV, JH)

- c. Mar 3 – CTAA Leadership Academy (JR)
- d. Mar 4 – Yuma MPO LRTP Update – PMT Meeting (CF, FV, JH)
- e. Mar 4 – CTAA Leadership Academy (JR)
- f. Mar 5 – CTAA Leadership Academy (JR)
- g. Mar 6 – CTAA Leadership Academy (JR)
- h. Mar 6 – Yuma TMP Bi-Weekly Check-In (FV, JH)
- i. Mar 7 – CTAA Leadership Academy (JR)
- j. Mar 10 – ADDOT/YMPO Coordination Meeting (CF, FV, JH)
- k. Mar 10 – Regional Mobility Committee (JR)
- l. Mar 13– YMPO Technical Advisory Council Meeting (FV, JH, JR, LZ)
- m. Mar 13 – YMPO Monthly Update (JR)
- n. Mar 18 – Yuma MPO LRTP Update – PMT Meetings (CF, FV, JH)
- o. Mar 18 – Yuma PM-10 SIP Update Meeting (CF, FV, JH)
- p. Mar 20 – Yuma TMP Bi-Weekly Check-in (FV, JH)
- q. Mar 26 – YMPO Executive Board Meeting (ALL)

16. Adjournment.

Notice: In accordance with the Americans with Disabilities Act (ADA) and section 504 of the Rehabilitation Act of 1973, YMPO does not discriminate on the basis of disability, in the admission of, or access to, or treatment or employment in, its programs, activities, or services. If you have any questions regarding YMPO programs, activities, or services, please contact Crystal Figueroa or Fernando Villegas at 928-783-8911.

17. Anticipated Future 2026 Meetings and Locations.

Future meetings will continue at the YMPO office at 230 West Morrison Street, Yuma, Arizona 85364. Members may participate in person, OR they may participate electronically by computer and/or telephone (or both), using the GoToMeeting portal. In general, meetings will be the last Thursday of each month, and the next two meetings are tentatively scheduled for April 23, 2026, and for May 28, 2026.



YMPO EXECUTIVE BOARD REGULAR MEETING MINUTES

EXECUTIVE BOARD

Regular Meeting

Thursday, February 26, 2026,
3:30 P.M.

The Meeting will be held In-Person and/or using GoToMeeting by Video and/or Teleconference from the Main Conference Room at the YMPO Offices at 230 West Morrison Street, Yuma, Arizona 85364

1. Call to Order and the Pledge of Allegiance.

The Yuma Metropolitan Planning (YMPO) Chairwoman, City of San Luis Councilmember, Maria Cruz, called the YMPO Executive Board (the Board) meeting to order at 3:36 p.m. and asked Mr. Paul Ward, to lead, and the Board to join her, in reciting the Pledge of Allegiance.

2. Roll Call Attendance and Declaration of Votes.

YMPO Accountant II/Executive Assistant, Lulu Lopez, called the roll as follows:

YMPO Executive Board Members Present:

Chairwoman	Maria Cecilia Cruz, Councilmember, City of San Luis ^
Vice-Chair	Wynnie Ortega, Councilmember, Cocopah Indian Tribe ^
Member	Lynne Pancrazi, Board of Supervisors, Yuma County ^
Member	Karen Watts, Councilmember, City of Yuma ^
Member	Mark Martinez, Councilmember, City of Yuma ^
Member	Sam Elters, State Transportation Board, ADOT ~

^ Attended in person.

~ Participated by teleconference.

As five of our seven constituent member agencies were present, the quorum requirement was met.

YMPO Board Members Absent:

Secretary/Treasurer	Luis Galindo, Councilmember, City of Somerton *
Member	Martin Porchas, Board of Supervisors, Yuma County #
Member	Carol Smith, Councilmember, City of Yuma #
Member	Cecilia McCollough, Councilmember, Town of Wellton *

Not present, but was represented by proxy by another member, or attendee.

* Not present, and not represented by proxy by another member, or attendee.

Other Attendees Present:

Paul Patane, Southwest District Administrator, ADOT ^

YMPO Staff Present:

Fernando Villegas Senior Transportation Planner
Jesus Aguilar, Jr Mobility Manager
Lourdes Lopez Accountant II/Executive Assistant
Jeffrey Heinrichs IT Manager/Associate Planner
Lucia Zamudio Administrative Assistant/Bookkeeper
Paul Ward Award Consulting, Principal Engineer

Declaration of Votes

Councilmember Mark Martinez arrived at the meeting at 3:40 p.m., and Councilmember Karen Watts arrived at 3:41 p.m. As representatives of the City of Yuma, their vote declarations were made following their arrival, shortly after Agenda Item No. 4, as they were not present when Agenda Item No. 2 was initially considered.

Ms. Watts declared three (3) votes, and Mr. Martinez declared two (2) votes on behalf of the City of Yuma.

3. Title VI Declaration and Call to the Public.

The Chairwoman called on the YMPO Mobility Manager, Jesus Aguilar, Jr., who read the YMPO Title VI obligations.

No members of the public were present to address the Board.

4. Consent Agenda

- A. Approval of January 29, 2026, Board Meeting Minutes.
- B. YMPO Income/Expenditure Report for January 2026.

MOTION: Supervisor Lynne Pancrazi, moved to approve both Items A and B on the consent agenda. Vice-Chair Wynnne Ortega, seconded, and the motion was unanimously approved.

5. Transportation Alternatives (TA) Program Update

YMPO Senior Transportation Planner, Mr. Fernando Villegas presented the item and informed the Board that the information had previously been presented to the Technical Advisory Committee (TAC) during its meeting on February 12. He explained that TAC members and local agencies had been notified that funding was available through the program and that applications would open on February 27. He noted that the application period was expected to remain open for approximately 30 days, although the exact deadline had not yet been confirmed.

He stated that interested applicants could visit the ADOT website to review the application materials and determine the required documentation.

Mr. Villegas also explained that local agencies, tribal governments, transit agencies, school districts, and nonprofit organizations were eligible to apply for funding. He reported that approximately \$11.1 million was available for new projects in Greater Arizona. He also provided examples of projects that had received funding during the previous year. One project involved a multi-use pathway along Yuma County's East Main Canal between County 12th Street and County 14th Street, which had been awarded \$183,885 for project scoping. A second project involved a shared-use pathway in the City of Yuma along Avenue 6E from 32nd Street to 36th Street, ending at East Mesa Community Park. That project included features such as high-intensity activated crosswalk beacons to improve pedestrian safety and had been awarded \$424,350 in design funds for Fiscal Year 2027 and \$1.2 million in construction funds for Fiscal Year 2029. Mr. Villegas noted that all engineers, public works directors, and TAC members had been informed of the funding opportunity and that a webinar for applicants would be held on March 4.

Supervisor Pancrazi asked for clarification regarding the \$183,885 award and whether that amount had been allocated to one project or shared between two projects. Mr. Villegas clarified that the \$183,885 had been awarded solely to the Yuma County project for scoping, while the second project referenced was the City of Yuma project. He added that those applications had been submitted during the previous year.

Chairwoman Cruz asked whether the Gadsden School District could apply for funding for improvements along 10th Avenue in San Luis, where several schools were located. Mr. Villegas confirmed that school districts were eligible to apply and noted that the Crane School District had previously submitted an application and received funding for project scoping. He added that the district was now working with the City of Yuma and might pursue design and construction funding in the future. Mr. Villegas suggested that it could be beneficial for the Gadsden School District to coordinate with the City of San Luis when developing a potential application.

Chairwoman Cruz asked what types of improvements could be eligible for funding. Mr. Villegas explained that eligible projects could include sidewalks, multi-use pathways, crossings, and pedestrian safety improvements such as HAWK signals. Chairwoman Cruz described safety concerns along 10th Avenue, noting that parents and children often had to cross the roadway without crosswalks or signals, creating hazardous conditions.

Mr. Villegas reminded the Board that projects submitted through the program must not require additional right-of-way and that the necessary right-of-way must already be secured. He also noted that improvements at the intersection of 10th Avenue and Chávez Boulevard in San Luis were expected to begin construction soon as part of a two-year project.

Mr. Ward added that safety lighting was also an eligible improvement under the program. He explained that projects could be submitted for scoping, design, or construction if the applicant had an agreement ensuring access to the required right-of-way. As an example, he noted that the East Main Canal project had been possible because the City and County had previously established a cooperative agreement with the canal company to use the right-of-way.

6. Fortuna Road Railroad Crossing Resolution of Support #161

Mr. Ward reported that the item had been brought forward following concerns raised by Supervisor Simmons regarding ongoing issues at a railroad crossing intersection in Yuma County. He explained that the matter had previously been discussed at the prior meeting, during which the Board had asked whether staff could provide both a letter and a resolution of support for Yuma County's efforts to address the problem.

Mr. Ward stated that staff had already prepared and submitted a letter on behalf of YMPO and that the resolution had also been drafted and placed on the agenda for consideration. He noted that the item had been reviewed by the Technical Advisory Committee a few weeks earlier and was being presented with the committee's recommendation for approval. If approved, the resolution would be signed by the YMPO Chair and transmitted to support Yuma County's resolution on the matter.

Mr. Ward further explained that each railroad crossing includes a blue emergency notification plaque with a phone number that can be used to report malfunctioning crossing equipment. He noted that when the number is called, the notification is sent to both the railroad company and the Arizona Corporation Commission, the state agency responsible for working with railroads on crossing issues. He stated that staff planned to verify the number at the crossing and that encouraging the public to report malfunctioning crossing arms could help prompt corrective action from the railroad. He concluded by noting that while YMPO typically adopts resolutions for items such as the Transportation Improvement Program or long-range planning documents, staff had prepared this resolution in response to the Board's request.

MOTION: Supervisor Pancrazi, moved to approve YMPO Resolution #161, supporting Yuma County's suggested repairs to the railroad crossing at Fortuna

Road. Councilmember Watts, seconded, and the motion was unanimously approved.

7. Election of Executive Board Officers – Calendar Year 2026

YMPO Accountant II/Executive Assistant, Lourdes Lopez explained that the YMPO By-Laws provide that the elected officers of YMPO shall serve on a rotation basis. Usually, the Vice-Chair assumes the position of Chair, the Secretary/Treasurer assumes the position of Vice-Chair, and the Board elects a new officer to fill the Secretary/Treasurer position. Based on the rotation calendar presented, Yuma County representative is next for consideration and acceptance.

MOTION: Councilmember Ortega, moved to nominate Supervisor Pancrazi as Secretary/Treasurer and she accepted. Councilmember Martinez seconded, and the motion was unanimously approved.

Councilmember Ortega took over as the Chair. Councilmember Luis Galindo was elected to serve as Vice-Chair, consistent with the Board's customary officer rotation in which the prior year's Secretary/Treasurer advances to the Vice-Chair position.

8. Election of YMPO Subcommittee Members and Identification of Officials for Attending AZSTB and RTAC meetings – Calendar Year 2026

Mr. Ward stated that the YMPO Executive Board had three possible subcommittees: the annual Audit Committee, YMPO By-Laws and YMPO Policies and Procedures Committee, and the performance evaluation of the Executive Director committee.

The Secretary/Treasurer/Supervisor Pancrazi is automatically appointed chair of the Audit Committee. Councilmember Watts self-nominated and Councilmember Galindo was nominated for the Committee.

MOTION: Supervisor Pancrazi moved to elect YMPO Audit Subcommittee members for the calendar year 2026, as discussed. Councilmember Cruz seconded, and the motion was unanimously approved.

Mr. Ward stated that members of the By-Laws and/or YMPO Policies and Procedures Subcommittee were only selected IF there were any proposed changes to the By-Laws or YMPO Policies and Procedures and he confirmed that they were needed. Councilmember Martinez and Chairwoman Ortega both self-nominated and Supervisor Porchas was nominated for the By-Laws and YMPO Policies and Procedures Committee.

MOTION: Councilmember Cruz moved to elect YMPO By-Laws (or YMPO Policies and Procedures) Subcommittee members for the calendar year 2026, as

discussed. Supervisor Pancrazi seconded, and the motion was unanimously approved.

Mr. Ward continued by stating that the YMPO Executive Director Evaluation Subcommittee called for three different agencies, one of whom will be the current Chair. Councilmember Martinez self-nominated and Councilmember McCollough was nominated to be on the committee.

MOTION: Supervisor Pancrazi moved to elect YMPO Evaluation Subcommittee members for the calendar year 2026, as discussed. Councilmember Cruz seconded, and the motion was unanimously approved.

Mr. Ward went on to explain that the two Statewide Boards/Councils: the Arizona State Transportation Board (AZSTB); and the Rural Transportation Advocacy Council (RTAC) also need to be determined. YMPO generally appoints members (and alternates) to attend and represent the region. The Chair opened it to self-nominations, Councilmember Watts and Councilmember Martinez both self-nominated as the AZSTB representatives with Councilmember Martinez as the alternate.

MOTION: Supervisor Pancrazi moved to elect the YMPO representatives to attend the AZSTB meetings for the calendar year 2026, as discussed. Councilmember Watts seconded, and the motion was unanimously approved.

ADOT State Transportation Board member, Sam Elters provided additional insight regarding participation in State Transportation Board meetings. He explained that State Transportation Board members were not permitted to ask questions of speakers on behalf of agencies during public comment, which helped streamline the process. He noted that speakers were generally allotted three minutes to present their comments, after which no follow-up questions were asked. Mr. Elters further stated that there were certain times during the year when input from local representatives was particularly valuable, such as during the upcoming period when the draft Five-Year Transportation Facilities Construction Program would be released for review. He encouraged local agencies to provide comments during that time, noting that participation could occur either in person or virtually and that both methods of participation were equally accepted and considered by the Board.

Councilmember Cruz was self-nominated herself as the YMPO representative to attend RTAC meetings. Supervisor Pancrazi stated that Councilmember McCollough has traditionally always self-nominated as the RTAC alternate, so was in turn, nominated. Board members all agreed.

MOTION: Supervisor Pancrazi motioned to elect YMPO representatives to attend the RTAC meetings for the calendar year 2026, as discussed. Councilmember Cruz seconded, and the motion was unanimously approved.

9. FY2026 General Accounting Services and Auditing Services Request for Proposals (RFPs)

Ms. Lopez presented the item and explained that YMPO By-Laws require an annual audit of YMPO's financial accounts. She stated that, to meet this requirement, YMPO utilizes the services of two separate firms: one to provide General Accounting Services and another to provide Auditing Services. She noted that the accounting services firm assists YMPO staff in preparing the Annual Comprehensive Financial Report (ACFR), while the auditing firm performs the independent audit of the financial statements.

Ms. Lopez explained that both contracts are structured as one-year agreements with up to four possible one-year extensions. Because the scope of work and expected timeframe for both services are clearly defined, YMPO was utilizing a Request for Proposals (RFP) process to procure these services. She noted that the most recent procurement for these services had occurred in June 2020, and YMPO planned to advertise new RFPs for General Accounting Services and Auditing Services for Fiscal Year 2026 between February 23 and March 5, 2026.

She added that while some firms may be qualified to provide both accounting and auditing services, YMPO staff typically recommend selecting two separate firms to perform these functions in order to maintain auditor independence and appropriate internal controls.

Supervisor Pancrazi asked whether, once the RFP was released and proposals were received, the selection would be based on the best bid submitted. Ms. Lopez explained that the Audit Subcommittee was involved in the selection process. She stated that proposals would be received and evaluated by the subcommittee, and upon completion of the evaluation, a preferred consultant would be recommended to the Executive Board, which would then make the final decision.

Councilmember Watts asked whether the subcommittee members would be notified when it was time to review the proposals. Ms. Lopez confirmed that she would contact all Audit Subcommittee members once the proposal deadline was established and would maintain communication with them regarding the next steps in the review process.

10. Summary of Current Events/Board Member Reports/Executive Director's Report & Comments by Other Participants.

This agenda item is an opportunity for members and staff to update the Board regarding recent occurrences, as shown below. If written information is available, it will be included in the attached information summary.

- A. Staff Reports - Future Meetings.
- B. TAC Minutes.
- C. Conference Updates (AZRTS, and Roads and Streets).
- D. MPO/COG Director/Planner Meetings.
- E. Rural Transportation Advocacy Council activities.
- F. Projects - Economic Development and Transportation.
- G. Status Report on AZ Smart Fund.

Councilmember Cruz reported that on February 18, she and Mr. Villegas attended the House Transportation and Infrastructure Committee hearing at the State Legislature. She stated that representatives from approximately twenty-five counties, including county supervisors and other elected officials, were present to provide testimony regarding regional transportation needs and projects. She noted that speakers were given two minutes to present their comments and that she used the opportunity to represent projects from across the YMPO region, including projects in Somerton, Yuma, and the State Route 195 corridor. She added that Yuma County had requested approximately \$57 million for infrastructure needs and emphasized that many counties expressed similar funding shortages during the hearing.

Mr. Villegas added that they had spoken in support of two bills, including House Bill 2304, which addressed the Regional Transportation Advocacy Council (RTAC) priority projects, and Senate Bill 2760, which proposed increasing funding for the AZ SMART program. He explained that the AZ SMART program helps municipalities by providing funding that can be used toward the local match required for federal grants. Mr. Villegas noted that they waited approximately three hours before making their comments and stated that the bills would now move forward to the House for further consideration.

Mr. Villegas added that several committee members appeared to be familiar with projects from the YMPO region, noting that local officials often communicate directly with legislators who serve on the committee. He stated that during the hearing, one committee member specifically asked about the Somerton Intersection Project, indicating awareness of regional priorities. He emphasized the importance of maintaining communication with legislative representatives to ensure they remain informed about projects within the region. Councilmember Cruz added that Representative Teresa Martinez had also referenced concerns in San Luis, particularly regarding students crossing busy roadways to reach their

schools. She noted that it was encouraging to know that state representatives were aware of the issues affecting the region.

Mr. Ward provided an update from the MPO/COG Directors meeting and RTAC activities, noting that Kevin Adam, who had led RTAC for approximately eighteen years, would be leaving the organization to join the National Association of Development Organizations. He stated that RTAC was currently in the process of identifying a replacement and that, in the interim, Tom Dorn Associates would be assisting to continue RTAC's legislative advocacy efforts. Mr. Ward added that the temporary support would help maintain lobbying efforts at the State Legislature over the next several months, particularly regarding transportation funding and continued support for the AZ SMART Fund.

11. Possible Future Agenda Items

The following items will be heard at a future meeting. Members are encouraged to suggest topics for discussion at a future Board meeting:

- A. YMPO Accounting Manual, Employee Manual, and Procurement Updates.
- B. AZ SMART Fund
- C. Transportation Alternatives Program
- D. FY 2026 and 2027 YMPO Unified Planning Work Programs

Mr. Ward informed the Board that staff would soon begin presenting information related to the Fiscal Year 2027 Work Program and that initial expectations for the program would be discussed in the near future. He noted that development of the work program could be influenced by changes occurring at the federal level, as the current year represents the final year of the Infrastructure Investment and Jobs Act (IIJA).

Mr. Ward also mentioned that new federal legislation, currently referred to as BASICS, had recently been introduced at the national level and that staff planned to provide a brief presentation at a future meeting to explain its potential impacts. He explained that under the current federal funding structure, approximately 85 percent of transportation funding is distributed to states and about 15 percent to regions, cities, and towns. He noted that the proposed legislation could shift this distribution closer to 75 percent for states and 25 percent for regional and local entities, which could provide organizations such as YMPO with greater influence over federal transportation funding allocated within the state.

Mr. Villegas reported that YMPO had been awarded \$13.6 million in Highway Safety Improvement Program (HSIP) funding. He noted that the funding included one project in Yuma County and five projects in the City of Yuma. Mr. Villegas stated that additional information regarding these projects would be presented as a future agenda item at the next meeting.

15. Progress Reports.

Members and staff will update the Board on the progress of ongoing projects and other recent events:

- A. Jan 29 – Executive Board Meeting (JR, JH, LL, PW)
- B. Jan 30 – YRBC meeting with Gene Dalbey (PW)
- C. Feb 02 – Tour de Fields (JR)
- D. Feb 02 – YMPO RORS Monthly Check-In (FV, JH, PW)
- E. Feb 02 – Staff Meeting (FV, PW, JR, JH, LL, LZ)
- F. Feb 03 – ESRI Training - ArcGIS Pro Basics (JH)
- G. Feb 03 – Partnering/Precon: SZ01801C Cesar Chavez Boulevard - US 95 to SR 195 (FV)
- H. Feb 04 – Advanced Roofing & Cooling – Roof Replacement Initial Meeting (FV, JR, LL, LZ)
- I. Feb 04 – ArcGIS Pro - Querying Data (JH)
- J. Feb 04 – ArcGIS Pro - Integrating Data (JH)
- K. Feb 04 – Reimagine Roofing Phone Call with Haven Campbell (FV)
- L. Feb 05 – Basics of Geographic Coordinate Systems (JH)
- M. Feb 05 – ADEQ Workshop (FV)
- N. Feb 05 – Save the Date Arizona Regional Mobility Manager's Coordination Meeting (JR)
- O. Feb 09 – ArcGIS Workflow Manager: An Introduction (JH)
- P. Feb 09 – ArcGIS Workflow Manager: Basic Concepts (JH)
- Q. Feb 09 – AZ@Work Travel Training Program Meeting (JR)
- R. Feb 09 – Tour de Fields (JR)
- S. Feb 09 – ArcGIS Workflow Manager: Configure and License (JH)
- T. Feb 09 – ArcGIS Workflow Manager: Designing Workflow Diagrams (JH)
- U. Feb 09 – ArcGIS Workflow Manager: Overview Step Types (JH)
- V. Feb 09 – RTAC Advisory Committee (PW)
- W. Feb 10 – Acct/Audit RFP Draft Review Work Session 2 (LL, PW)
- X. Feb 11 – ADOT/YMPO Coordination Meeting (FV, JH, PW)
- Y. Feb 11 – ADOT Annual FHWA/FTA Title VI Training (JR)
- Z. Feb 12 – YMPO TAC Meeting (PW, JR, JH, FV, LZ)
- AA. Feb 12 – MPO/COG Directors Meeting (FV)
- BB. Feb 13 – COG/MPO Planners Meeting (FV, JH, JR)
- CC. Feb 17 – Sharing Maps and Layers using ArcGIS Pro - PART 1 (JH)
- DD. Feb 17 – Sharing Maps and Layers using ArcGIS Pro - PART 2 (JH)
- EE. Feb 17 – Yuma PM10 SIP Update Meeting (FV)
- FF. Feb 18 – ArcGIS Workflow Manager Fundamentals (JH)
- GG. Feb 18 – YMPO Rise Introduction (JR)
- HH. Feb 18 – CityData.ai Meeting (JR, JH)
- II. Feb 19 – WACOG-Networking for Community Resources (JR)
- JJ. Feb 19 – ADOT TAM Plan Update Workshop Option 1 (FV)
- KK. Feb 19 – ArcGIS: Getting Started with Mapping and Visualization (JH)
- LL. Feb 19 – T0542 Budget Discussion (FV)

- MM. Feb 19 – Governor’s Office of Youth, Faith & Family - Older Adult Listening Session (JR)
- NN. Feb 22 - 25 – Grant Writing USA Training (LZ, JR)
- OO. Feb 23 – Automating Workflow Using ArcGIS Pro (Part 1) (JH)
- PP. Feb 23 – TA materials comment resolution w/ YMPO (FV, JH)
- QQ. Feb 23 – Automating Workflows Using ArcGIS Pro (Part 2) (JH)
- RR. Feb 23 – RTAC Board Meeting (FV, PW)
- SS. Feb 23 – CTS Meeting (FV)
- TT. Feb 26 – Executive Board Meeting (PW, JR, FV, LL)

16. Adjournment.

Having no further business to discuss, Chairwoman Ortega adjourned the meeting at 4:39 p.m.

Notice: In accordance with the Americans with Disabilities Act (ADA) and section 504 of the Rehabilitation Act of 1973, YMPO does not discriminate on the basis of disability, in the admission of, or access to, or treatment or employment in, its programs, activities, or services. If you have any questions regarding YMPO programs, activities, or services, please contact Crystal Figueroa at 928-783-8911.

Anticipated Future 2026 Meetings

Future meetings will continue at the YMPO office at 230 West Morrison Street, Yuma, Arizona 85364. Members may participate in person, OR they may participate electronically by computer and/or telephone (or both), using the GoToMeeting portal. In general, meetings will be held on the last Thursday of each month, and the next two meetings are scheduled for March 26, 2026, and April 30, 2026.

Preparation and Approval of Minutes:

Minutes prepared by:

Lulu Lopez, Accountant II/Executive
Assistant

Minutes reviewed to form by:

Minutes approved in regular session on
March 26, 2026

Crystal Figueroa, Executive Director,
Yuma Metropolitan Planning Organization

Councilmember Wynnne Ortega,
Chairwoman, YMPO Executive Board

Yuma Metropolitan Planning Organization Revenue & Expense Budget Performance February 2026

	Feb 26	Jul '25 - Feb 26	YTD Budget	% of Budget
Ordinary Income/Expense				
Income				
4000 · ADOT Grant				
4001 · PL	62,484.00	333,941.82	480,625.00	69.48%
4002 · SPR	12,868.04	139,837.96	219,045.00	63.84%
4004 · STBG	268.29	69,178.66	69,756.00	99.17%
4005 · 5305d (CPG)	8,685.49	97,635.69	159,980.00	61.03%
Total 4000 · ADOT Grant	84,305.82	640,594.13	929,406.00	68.93%
4007 · PL ISATO	0.00	10,240.00	10,240.00	100.0%
4008 · SS4A Grant (USDOT)	0.00	0.00	240,000.00	0.0%
4010 · FTA Grant				
4020 · 5303/5305	0.00	0.00	150,000.00	0.0%
Total 4010 · FTA Grant	0.00	0.00	150,000.00	0.0%
4050 · ADEQ Grant	0.00	0.00	10,000.00	0.0%
4055 · 5310 Funds				
4056 · RTAP	0.00	0.00	1,000.00	0.0%
4055 · 5310 Funds - Other	0.00	71,801.79	122,764.00	58.49%
Total 4055 · 5310 Funds	0.00	71,801.79	123,764.00	58.02%
4200 · YMPO UPWP Dues	0.00	75,410.64	80,565.84	93.6%
4400 · Interest Income	784.69	22,703.86	29,318.00	77.44%
4600 · Charges for Services				
4904 · Traffic Count Revenue	0.00	4,796.80	15,200.00	31.56%
4600 · Charges for Services - Other	0.00	0.00	0.00	0.0%
Total 4600 · Charges for Services	0.00	4,796.80	15,200.00	31.56%
4700 · Other Revenue				
4907 · Misc Revenue	0.00	0.00	0.00	0.0%
Total 4700 · Other Revenue	0.00	0.00	0.00	0.0%
Total Income	85,090.51	825,547.22	1,588,493.84	51.97%
Gross Profit	85,090.51	825,547.22	1,588,493.84	51.97%
Expense				
5110 · Payroll Expenses				
5111 · Fringe Benefits	2,780.53	22,779.06	36,897.68	61.74%
5112 · Part Time Staff-Salaries				
5133 · Part Time Staff-Salaries- Local	0.00	5,722.13	12,665.83	45.18%
5112 · Part Time Staff-Salaries - Other	4,273.72	29,509.28	64,291.17	45.9%
Total 5112 · Part Time Staff-Salaries	4,273.72	35,231.41	76,957.00	45.78%
5113 · Full Time Staff-Salaries	32,073.00	262,534.23	418,031.00	62.8%
5115 · Health Insurance-ER Portion	6,948.98	55,591.84	83,387.82	66.67%
5116 · ASRS	3,848.76	31,504.09	49,594.23	63.52%
5117 · Workman's Comp Insurance	0.00	1,181.00	1,202.00	98.25%
5118 · FUTA Payroll Expense	87.52	363.87	588.00	61.88%
5120 · Life Insurance	130.00	1,170.00	1,872.00	62.5%
Total 5110 · Payroll Expenses	50,142.51	410,355.50	668,529.73	61.38%
5123 · Consulting Services				
5134 · Contractual-Local	7,960.00	13,511.95	78,652.00	17.18%

Yuma Metropolitan Planning Organization Revenue & Expense Budget Performance February 2026

	Feb 26	Jul '25 - Feb 26	YTD Budget	% of Budget
5123 · Consulting Services - Other	13,510.00	172,293.59	599,103.00	28.76%
Total 5123 · Consulting Services	21,470.00	185,805.54	677,755.00	27.42%
5124 · Staff Training/Education				
5137 · Staff Training/Edu Reimb-Local	0.00	3,245.60	7,000.00	46.37%
5124 · Staff Training/Education - Other	0.00	1,493.88	2,722.00	54.88%
Total 5124 · Staff Training/Education	0.00	4,739.48	9,722.00	48.75%
5125 · Audit Services	0.00	17,000.00	25,850.00	65.76%
5126 · Payroll Processing Fees	118.15	3,081.42	5,200.00	59.26%
5128 · Accounting Services	0.00	24,438.15	25,000.00	97.75%
5129 · Public Participation	0.00	456.84	500.00	91.37%
5131 · Data Process, Software, Hardwar	905.02	10,178.96	15,000.00	67.86%
5132 · Furniture and Equipment	0.00	9,519.01	10,300.00	92.42%
5138 · Capital Outlay	0.00	0.00	35,000.00	0.0%
5140 · Legal	0.00	0.00	7,000.00	0.0%
5147 · Mobility Management Program	1,112.49	4,330.54	17,044.00	25.41%
5150 · IT Support	0.00	0.00	500.00	0.0%
5151 · Building Ins, property tax	0.00	5,040.00	5,500.00	91.64%
5152 · Equipment Maintenance	0.00	300.11	1,300.00	23.09%
5153 · Office Supplies	113.03	1,396.67	2,100.00	66.51%
5154 · Postage	0.00	77.75	150.00	51.83%
5155 · Printing	0.00	421.83	650.00	64.9%
5157 · Publications, Subscriptions	0.00	700.63	1,000.00	70.06%
5158 · Registration Fees	0.00	9,745.00	10,700.00	91.08%
5159 · Special Meetings	0.00	0.00	500.00	0.0%
5160 · Telecommunications	419.35	6,276.08	12,000.00	52.3%
5162 · Vehicle Insurance	0.00	8,072.00	8,500.00	94.97%
5163 · Vehicle Maint., Repairs, Parts	40.61	1,646.64	2,000.00	82.33%
5164 · YMPO Memberships & Dues	750.00	3,917.14	5,000.00	78.34%
5165 · Finance Charges and Interest	0.00	0.00	100.00	0.0%
5166 · Website Maintenance	0.00	247.87	200.00	123.94%
5167 · Miscellenous Consumables	64.40	2,129.33	3,500.00	60.84%
5168 · Employee Recruitment	0.00	0.00	200.00	0.0%
5169 · Miscellaneous-Expense	15.70	1,527.60	7,000.00	21.82%
5171 · Alarm System	0.00	414.19	700.00	59.17%
5173 · Electric Bill	565.99	5,902.31	9,000.00	65.58%
5174 · Grounds Maintence	250.00	2,000.00	4,500.00	44.44%
5175 · Janitorial	720.00	6,120.00	9,840.00	62.2%
5179 · Office Building Repairs				
5181 · Pest Control	0.00	405.00	520.00	77.89%
5179 · Office Building Repairs - Other	0.00	526.17	5,000.00	10.52%
Total 5179 · Office Building Repairs	0.00	931.17	5,520.00	16.87%
5182 · Sewer & Water	132.85	1,259.95	3,500.00	36.0%
5190 · Travel - Local & Outside County	419.84	10,954.43	18,000.00	60.86%
5191 · T530- Traffic Count Fuel	100.67	1,299.94	3,000.00	43.33%
5630 · T530 Traffic Count Equipment				
5631 · T530-Local COY Materials	0.00	0.00	2,533.17	0.0%

Yuma Metropolitan Planning Organization Revenue & Expense Budget Performance February 2026

	Feb 26	Jul '25 - Feb 26	YTD Budget	% of Budget
5630 · T530 Traffic Count Equipment - Other	2,856.44	4,305.03	5,500.00	78.27%
Total 5630 · T530 Traffic Count Equipment	2,856.44	4,305.03	8,033.17	53.59%
Total Expense	80,197.05	744,591.11	1,619,893.90	45.97%
Net Ordinary Income	4,893.46	80,956.11	-31,400.06	-257.82%
Other Income/Expense				
Other Income				
4900 · In-Kind Match Revenue	13,192.07	132,206.93	117,334.00	112.68%
Total Other Income	13,192.07	132,206.93	117,334.00	112.68%
Other Expense				
9200 · In-Kind Match Expenses	13,192.07	132,206.93	117,334.00	112.68%
Total Other Expense	13,192.07	132,206.93	117,334.00	112.68%
Net Other Income	0.00	0.00	0.00	0.0%
Net Income	4,893.46	80,956.11	-31,400.06	-257.82%

10000 - Wells Fargo - YMPO General Account	\$32,780.71
10009 - Wells Fargo - YMPO Payroll Account	\$64,570.87
10100 - Yuma County Treasurer - YMPO Account	\$1,114,541.37
	<u>\$1,211,892.95</u>



ROADS

OF REGIONAL SIGNIFICANCE

YUMA METROPOLITAN PLANNING ORGANIZATION



YMPO RORS

Overview



Roads of Regional Significance Study Goals



Define Roads of Regional Significance (RORS) in the YMPO region



Recommend transportation infrastructure projects and strategies



Identify potential funding sources for implementing strategies



Identify potential environmental concerns and right-of-way impacts



Develop an implementation plan for the short-term recommended projects

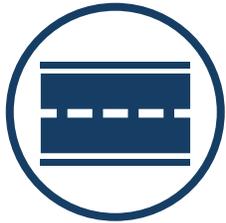


YMPO RORS

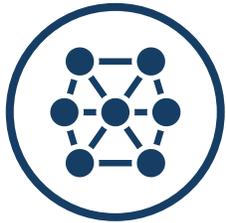
Defining RORS



What are Roads of Regional Significance?



Functional Classification: Roadways must be classified as a major collector or higher, serving both local and regional travel demands



Route Continuity: Roadways must provide seamless travel across jurisdictions, supporting regional movement of people and goods



Travel Impact: Roadways must have high cumulative miles traveled – both high travel volumes and distances

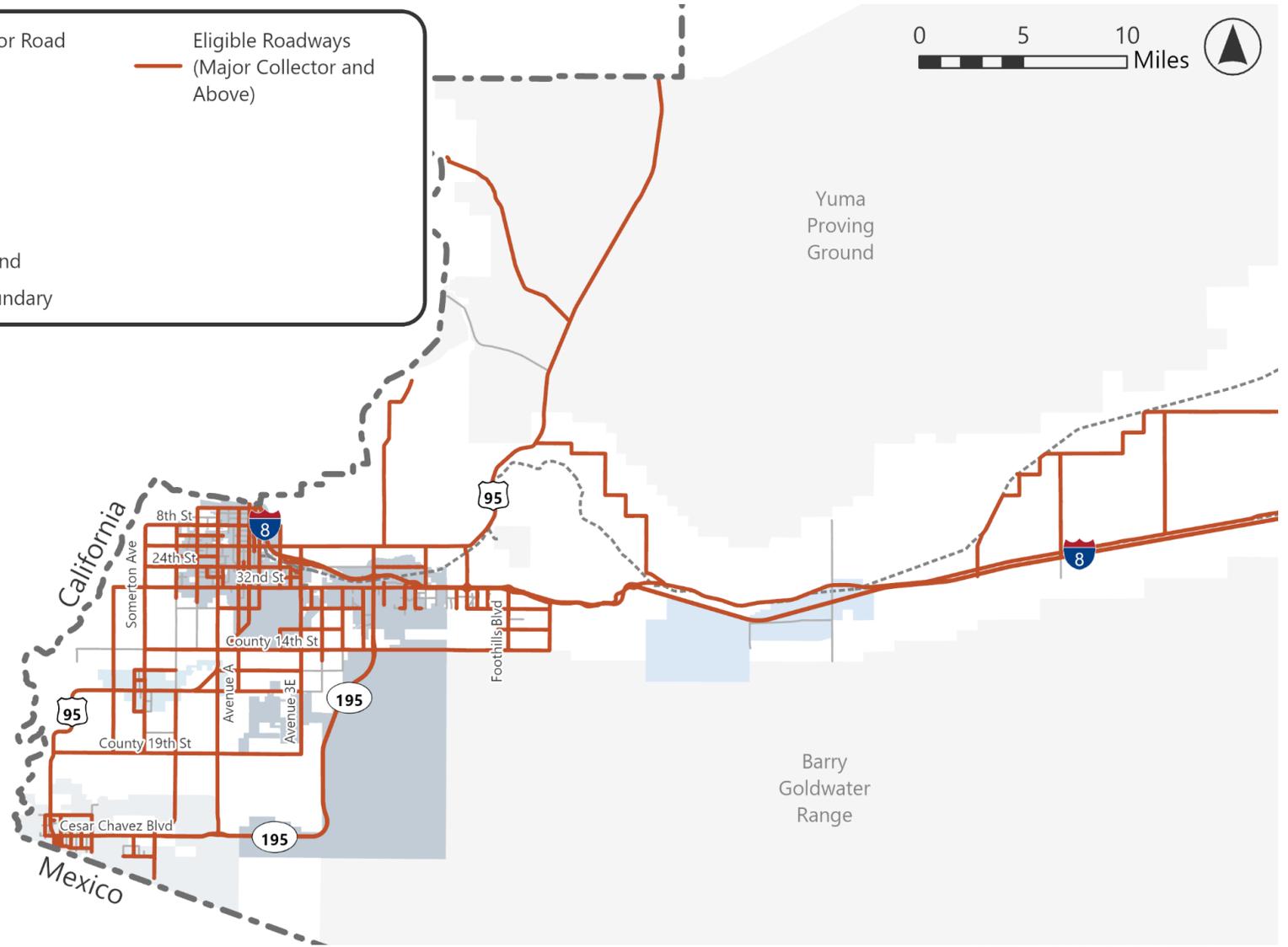


Connectivity to Destinations: Roadways must provide direct access to major destinations that support the economy and quality of life



Functional Classification

	Other Major Road		Eligible Roadways (Major Collector and Above)
	Railroad		
	San Luis		
	Somerton		
	Wellton		
	Yuma		
	Military Land		
	YMPO Boundary		



Route Continuity

Continuous, long-distance corridors providing connections across different municipalities



Travel Impact

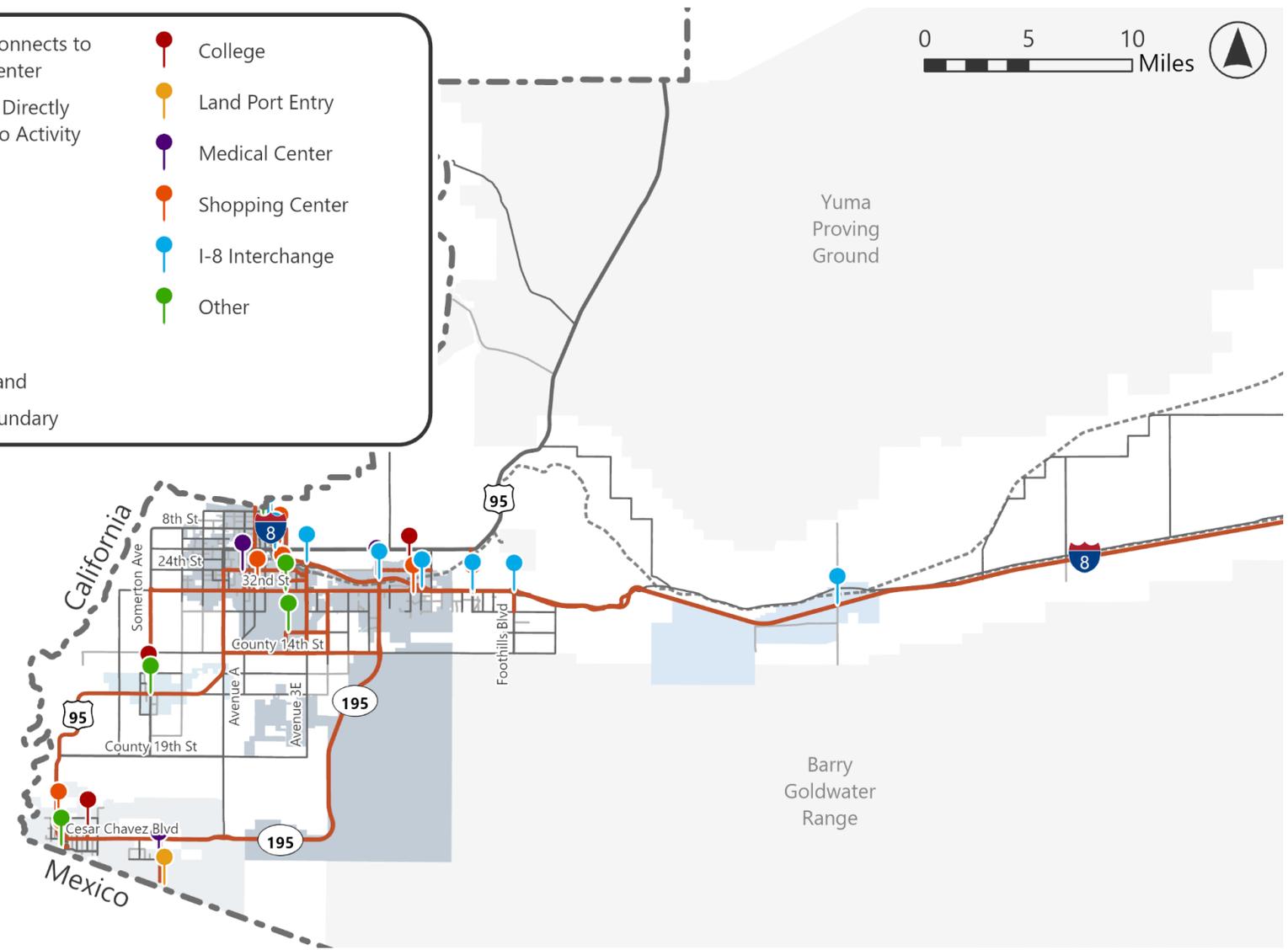
Trip volume and trip distance analyzed using Replica data



Connectivity to Destinations

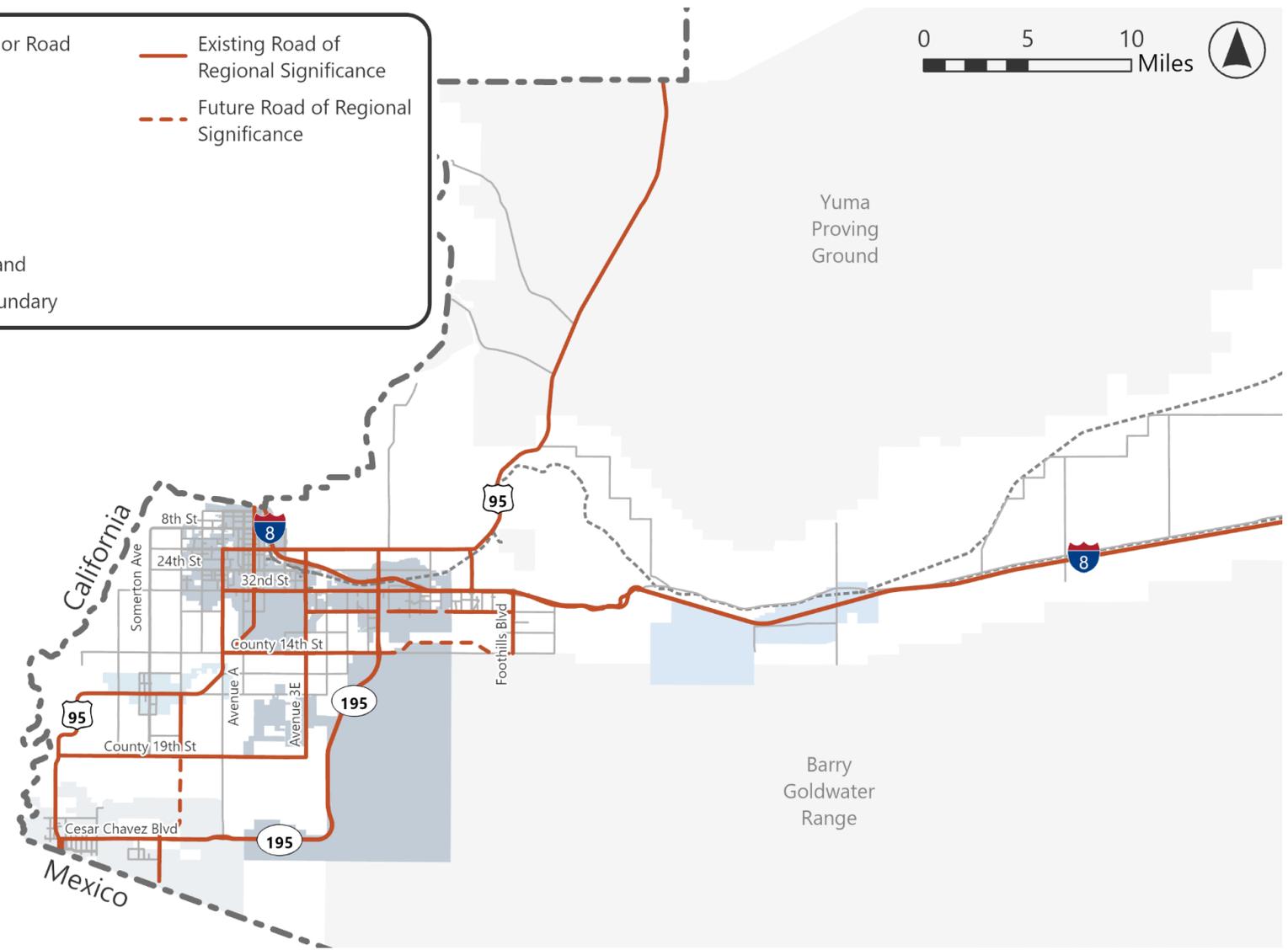
Roadways that connect to regional destinations

	Directly Connects to Activity Center		College
	Does Not Directly Connect to Activity Center		Land Port Entry
	Railroad		Medical Center
	San Luis		Shopping Center
	Somerton		I-8 Interchange
	Wellton		Other
	Yuma		
	Military Land		
	YMPO Boundary		



YMPO RORS Network

	Other Major Road		Existing Road of Regional Significance
	Railroad		Future Road of Regional Significance
	San Luis		
	Somerton		
	Wellton		
	Yuma		
	Military Land		
	YMPO Boundary		



YMPO RORS

Transportation Infrastructure Needs



YMPO Goals and Targets

Adopted ADOT Goals	YMPO Priority Goals
 Safety	 Congestion Reduction on RORS
 Infrastructure Conditions	 Bicycle & Pedestrian Mobility
 Congestion Reduction	 Transit Mobility
 System Reliability	 Border Crossings
 Freight Movement & Economic Vitality	 Tourism & Development
 Environmental Sustainability	 Aviation

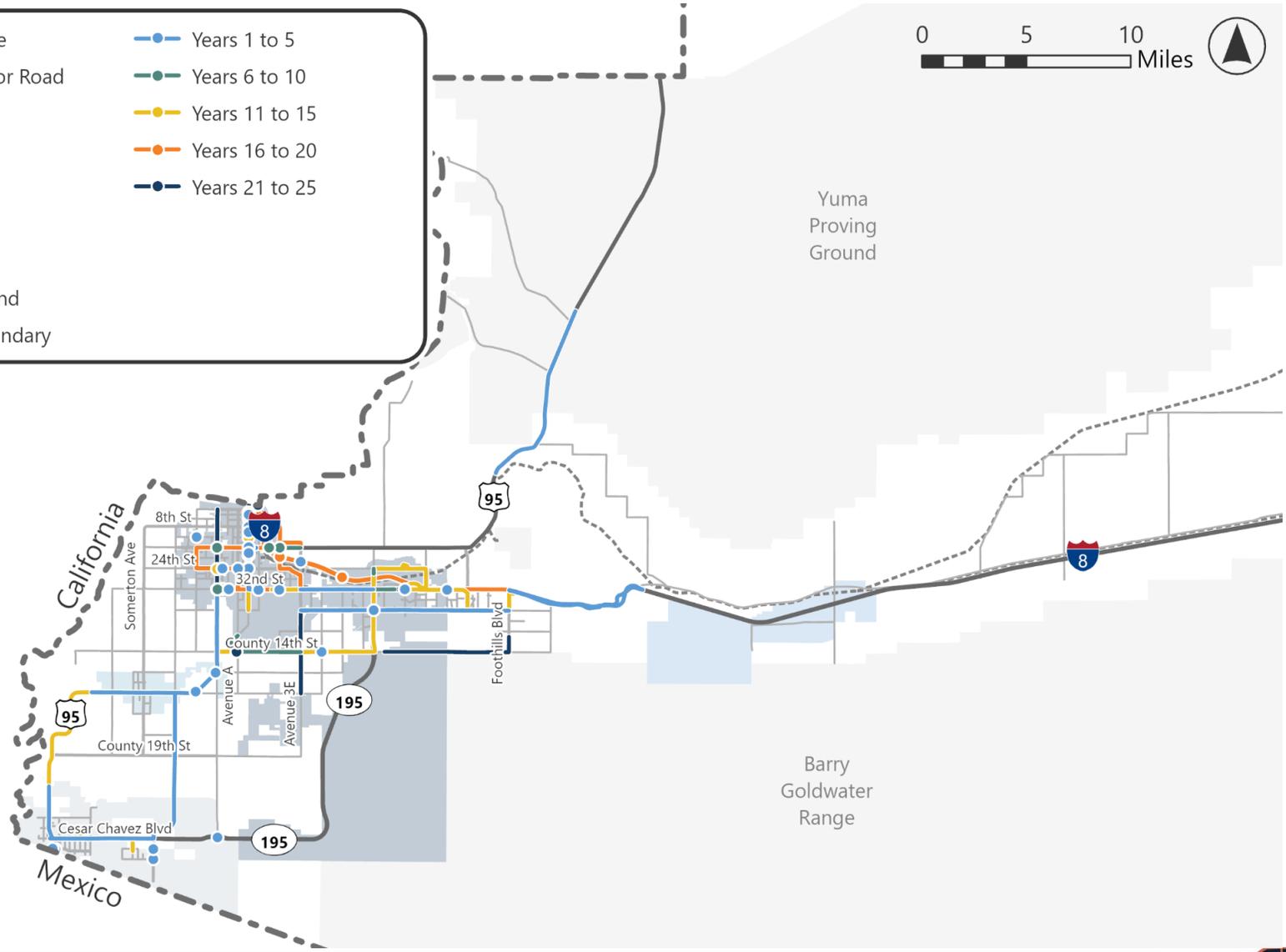


Recommended Projects

- YMPO Long Range Transportation Plan
- City of Yuma Transportation Master Plan
- Gap Analysis of RORS network



	State Route		Years 1 to 5
	Other Major Road		Years 6 to 10
	Railroad		Years 11 to 15
	San Luis		Years 16 to 20
	Somerton		Years 21 to 25
	Wellton		
	Yuma		
	Military Land		
	YMPO Boundary		



YMPO RORS

Environmental and Right-of-Way Impacts



Environmental Review

- **Resources with Likely Impacts.** Resources and datasets that were reviewed and potential impacts have been identified.
- **Resources with No Likely Impacts.** Resources and datasets that were reviewed and no potential impacts are anticipated.
- **Resources that Will Require Additional Study.** Resources will require additional investigation to determine whether, or to what extent, there are potential risks.



Resources with Likely Impacts

- Water Quality (Wetland and Riparian Areas, Section 404/401 of the Clean Water Act, Floodplain Encroachment – 11 projects)
- Historic Routes (6 projects)



Resources with No Likely Impacts

- Scenic Roads
- Sole Source Aquifer
- Visual Analysis
- Hazardous Materials



Resources that Will Require Additional Study

- Biological Resources
- Cultural Resources
- Section 4(f)
- Section 6(f)
- Socioeconomic Impacts
- Noise
- Air Quality
- Public/Agency Scoping



Right-of-Way Impacts

ID	NAME	POTENTIAL ROW IMPACT
101	Cesar Chavez Blvd Widening Phase I*	Parcels owned by the State of Arizona and the Bureau of Land Management (BLM)
104	Ave E/Ave D Extension	Parcels owned by the State of Arizona and the BLM
110	US 95 Widening	Parcels owned by the United States Army
115	Cesar Chavez Blvd Widening Phase II*	Parcels owned by the State of Arizona and the BLM
117	US 95 Widening II	Parcels owned by the United States Army
214	New Roadway on 40 th St Section I	Parcels owned by the City of Yuma
216	New Roadway on 40 th St Section II	Parcels owned by the State of Arizona
217	40 th St Widening Phase III	Parcels owned by the State of Arizona
218	New Roadway on 40 th St Section III	Parcels owned by the State of Arizona
221	40 th St Pathway Phase III	Parcels owned by the City of Yuma
223	40 th St Pathway Phase V	Parcels owned by the State of Arizona
224	40 th St Pathway Phase VI	Parcels owned by the State of Arizona
225	40 th St Pathway Phase VII	Parcels owned by the State of Arizona
226	40 th St Improvements	Parcels owned by the State of Arizona

*ROW has already been secured



Potential Mitigation Strategies

- Overview of anticipated environmental and ROW impacts for each short-term project
- Potential mitigation strategies to address impacts and support project implementation

ID	Name	Wetland/ Riparian	Section 404/401	Floodplain	Historic Route	ROW
101	Cesar Chavez BI Widening Phase I					
102	US 95 Safety Improvements	✓	✓		✓	
103	US 95 Safety Study					
104	Ave E/Ave D Extension					✓
105	US 95 Safety Improve Phase II				✓	
110	US 95 Widening	✓	✓	✓	✓	✓
112	16th St Widening				✓	
115	Cesar Chavez BI Widening Phase II					
117	US 95 Widening Phase II	✓	✓		✓	✓



YMPO RORS

Implementation Plan



Short-Term Recommendation Funding Options

- Match short-term recommendations with potential federal grant opportunities

ID	Name	Cost	STBG	BUILD	HSIP	TA	INFRA
4	Bus Pullout WB for Green Route (4) and Purple Route (6A)	\$160,000	✓				
12	4th Ave and 24th St Corridors Bus Shelters/Amenities	\$980,000	✓				
16	Grade Separation with Four Lanes at SR 195	\$15,920,000		✓			✓
19	32nd St and East Main Canal Crossing	\$550,000			✓		
23	Ave 3E and I-8 EB Ramp Turn Lane	\$530,000					
25	32nd St and Arizona Ave Turn Lane	\$860,000					
36	4th Ave/32nd St Sidewalks	\$300,000	✓		✓	✓	



Implementation Steps



Implementation Steps

- Overview of the next implementation step for each short-term recommendation
- Recommendations with potential environmental and ROW impacts are highlighted in orange

ID	Name	Agency	Cost	Next Implementation Step
4	Bus Pullout WB for Green Route (4) and Purple Route (6A)	City of Yuma	\$160,000	Preliminary Design
12	4th Ave and 24th St Corridors Bus Shelters/Amenities	YCIPTA	\$980,000	Preliminary Design
16	Grade Separation with Four Lanes at SR 195	City of Yuma	\$15,920,000	Scoping Study
19	32nd St and East Main Canal Crossing	City of Yuma	\$550,000	Construction
23	Ave 3E and I-8 EB Ramp Turn Lane	ADOT	\$530,000	Scoping Study
25	32nd St and Arizona Ave Turn Lane	City of Yuma	\$860,000	Preliminary Design
36	4th Ave/32nd St Sidewalks	City of Yuma	\$300,000	Preliminary Design
41	16th St Sidewalks	City of Yuma	<i>Cost included in Project 112</i>	Preliminary Design
53	32nd St Pathway Phase I	City of Yuma	\$4,480,000	Preliminary Design
101	Cesar Chavez Blvd Widening Phase I	Yuma County	\$31,000,000	Final Design
102	US 95 Safety Improvements	City of San Luis	\$2,261,450	Preliminary Design
103	US 95 Safety Study	City of San Luis	\$45,000	Scoping Study



Thank you





YUMA METROPOLITAN PLANNING ORGANIZATION

Final Report

Draft - March 2026



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Executive Summary

Executive Summary

The Yuma Metropolitan Planning Organization (YMPO) is a federally designated metropolitan planning organization (MPO) for the Yuma metropolitan region, overseeing regional transportation planning for the following jurisdictions:

- City of Yuma
- Yuma County
- Cocopah Indian Tribe
- Town of Wellton
- City of Somerton
- City of San Luis
- Winterhaven, California

YMPO is developing a Roads of Regional Significance (RORS) Study to identify and prioritize improvements on a series of corridors that have substantial regional impact. The RORS study development process is shown below. The planning process began with a literature review of applicable planning efforts by peer MPOs, definition of regionally significant routes, development of infrastructure recommendations on regionally significant routes, and implementation considerations.



What are Roads of Regional Significance?

The RORS framework identifies corridors essential for regional mobility and economic activity in Yuma County. A roadway qualifies as a RORS based on its federal functional classification, connections between jurisdictions, regional travel impact, and connectivity to major regional destinations:

Functional Classification	Roadways must be classified as a major collector or higher, serving both local and regional travel demands.
Route Continuity	Roadways must provide seamless travel across jurisdictions, supporting regional movement of people and goods.
Travel Impact	Roadways must have high cumulative miles traveled—both high travel volumes and distances.
Connectivity to Destinations	Roadways must provide direct access to major destinations that support the economy and quality of life, including employment centers, colleges, ports of entry, interstates, major medical centers, and shopping areas.

YMPO RORS Network Development

A scoring system was developed to systematically identify RORS corridors. Eligible routes (major collector or above) earned points for:

- **Route Continuity** (1 point)
- **Connectivity to Destinations** (1 point)
- **Travel Impact** (up to 3 points based on total miles traveled on the roadway)

Routes scoring three points or higher were typically designated as RORS, with minor adjustments for network continuity. The resulting network highlights the roadways that are most critical to regional connectivity. The RORS network is shown in the map on the following page. Key known future roadway corridors have been included in the RORS network; as development patterns evolve and roadway classifications change, the designated RORS network will be updated to reflect emerging regional needs.

Transportation Infrastructure Needs

Transportation infrastructure needs were identified through review of transportation deficiencies on the RORS network and previously recommended projects from recent plans to develop project recommendations. Deficiencies and recommendations were documented from the YMPO Long-Range Transportation Plan (LRTP), adopted in July of 2025, and the City of Yuma Integrated Transportation Master Plan (TMP), adopted in December of 2025.

Roadways on the RORS network with poor pavement condition, high congestion, missing sidewalks, and bridge condition issues were documented to identify deficiencies on the network. Recommended projects on the RORS network were categorized by:

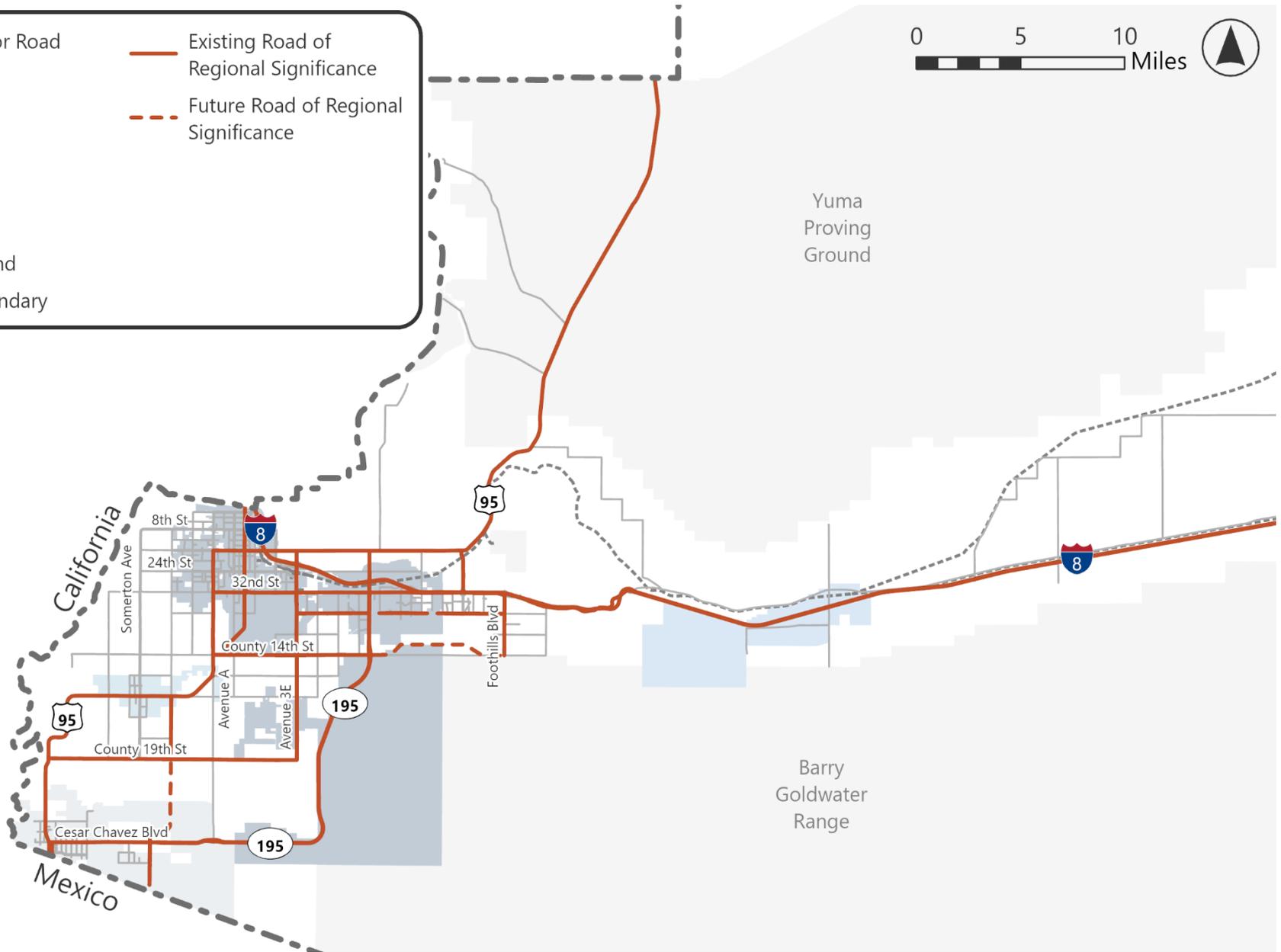
- **Active Transportation**
- **Intersection Improvements**
- **Capacity Improvements**
- **Transit Improvements**
- **Maintenance**

The transportation infrastructure needs assessment resulted in 94 recommendations on the RORS network. Recommendations by type are shown below. Planning-level cost estimates were developed for each recommendation based on unit costs used in the YMPO LRTP and City of Yuma TMP. All RORS network recommendations are anticipated to cost approximately \$1.08 billion.



RORS Network

	Other Major Road		Existing Road of Regional Significance
	Railroad		Future Road of Regional Significance
	San Luis		
	Somerton		
	Wellton		
	Yuma		
	Military Land		
	YMPO Boundary		



Implementation

The recommendations on the RORS network were grouped into horizon years consistent with the YMPO LRTP and Yuma TMP to help YMPO member agencies prioritize which projects to focus on implementing first. Recommendations are prioritized into the following horizons:

Years 1 to 5
(2026-2030)

Years 6 to 10
(2031-2035)

Years 11 to 15
(2036-2040)

Years 16 to 20
(2041-2045)

Years 21 to 25
(2046-2050)

Short-Term Recommendations (Years 1 to 5)

Recommendations for Years 1 to 5 (2026-2030) are shown in the table below and the map on page x. Short-term recommendations with potential environmental and right-of-way (ROW) impacts are highlighted in orange. Short-term recommendations were also matched with potential grant funding opportunities to guide member agencies on opportunities for advancing projects.

Short-Term Recommendations Implementation Steps

ID	Name	Agency	Cost	Next Implementation Step
4	Bus Pullout WB for Green Route (4) and Purple Route (6A)	City of Yuma	\$160,000	Preliminary Design
12	4th Ave and 24th St Corridors Bus Shelters/Amenities	YCIPTA	\$980,000	Preliminary Design
16	Grade Separation with four lanes at SR 195	City of Yuma	\$15,920,000	Scoping Study
19	32nd St and East Main Canal Crossing	City of Yuma	\$550,000	Construction
23	Ave 3E and I-8 EB Ramp Turn Lane	ADOT	\$530,000	Scoping Study
25	32nd St and Arizona Ave Turn Lane	City of Yuma	\$860,000	Preliminary Design
36	4th Ave/32nd St Sidewalks	City of Yuma	\$300,000	Preliminary Design
41	16th St Sidewalks	City of Yuma	<i>Cost included in Project 112</i>	Preliminary Design
53	32nd St Pathway Phase I	City of Yuma	\$4,480,000	Preliminary Design
101	Cesar Chavez Blvd Widening Phase I	Yuma County	\$31,000,000	Final Design
102	US 95 Safety Improvements	City of San Luis	\$2,261,450	Preliminary Design
103	US 95 Safety Study	City of San Luis	\$45,000	Scoping Study
104	Ave E/Ave D Extension	Yuma County	\$28,600,000	Preliminary Design
105	US 95 Safety Improvements Phase II	City of Somerton	\$1,300,000	Scoping Study
110	US 95 Widening	ADOT	\$42,944,000	Final Design
112	16th St Widening	City of Yuma	\$2,900,000	Preliminary Design
115	Cesar Chavez Blvd Widening Phase II	City of San Luis	\$41,000,000	Final Design
117	US 95 Widening II	ADOT	\$22,528,000	Preliminary Design
118	I-8 Pavement Maintenance	ADOT	\$21,680,750	Construction
119	US 95 Pavement Maintenance	Yuma County	\$3,305,000	Construction

ID	Name	Agency	Cost	Next Implementation Step
120	Ave E/Co 24th St	City of San Luis	\$1,800,000	Scoping Study
122	William Brooks Ave/Urtuzuastegui St	City of San Luis	\$400,000	Scoping Study
124	SR 195/Ave B	City of San Luis	\$1,500,000	Scoping Study
125	US 95/Co 15th St	City of Somerton	\$120,000	Scoping Study
126	US 95/Ave C Safety Improvements	Yuma County	\$1,000,056	Scoping Study
133	Ave E/San Luis Ln Traffic Signal	City of San Luis	\$900,000	Scoping Study
134	Archibald St/Urtuzuastegui St	City of San Luis	\$400,000	Scoping Study
155	Co 14th St/Ave 4E	Yuma County	\$400,000	Preliminary Design
156	Ave C/12th St & S Frontage Rd/Ave 10E	Yuma County	\$250,000	Scoping Study
211	32nd St and Ave 8E Turn Lane	City of Yuma	\$530,000	Preliminary Design
213	40th St Widening Phase I	City of Yuma	\$9,270,000	Scoping Study
214	New Roadway on 40th St Section I	City of Yuma	\$8,900,000	Scoping Study
215	40th St Widening Phase II	City of Yuma	\$11,650,000	Scoping Study
216	New Roadway on 40th St Section II	City of Yuma	\$9,040,000	Scoping Study
217	40th St Widening Phase III	City of Yuma	\$2,630,000	Scoping Study
218	New Roadway on 40th St Section III	City of Yuma	\$21,960,000	Scoping Study
219	40th St Pathway Phase I	City of Yuma	<i>Cost included in Project 213</i>	Preliminary Design
220	40th St Pathway Phase II	City of Yuma	\$5,450,000	Preliminary Design
221	40th St Pathway Phase III	City of Yuma	<i>Cost included in Project 214</i>	Preliminary Design
222	40th St Pathway Phase IV	City of Yuma	<i>Cost included in Project 215</i>	Preliminary Design
223	40th St Pathway Phase V	City of Yuma	<i>Cost included in Project 216</i>	Preliminary Design
224	40th St Pathway Phase VI	City of Yuma	<i>Cost included in Project 217</i>	Preliminary Design
225	40th St Pathway Phase VII	City of Yuma	<i>Cost included in Project 218</i>	Preliminary Design
226	40th Street Improvements	City of Yuma	\$17,778,000	Scoping Study

01

Introduction



YUMA METROPOLITAN PLANNING ORGANIZATION

Introduction

The Yuma Metropolitan Planning Organization (YMPO) is a federally designated metropolitan planning organization (MPO) for the Yuma metropolitan region, overseeing regional transportation planning for the following jurisdictions:

- **City of Yuma**
- **Yuma County**
- **Cocopah Indian Tribe**
- **Town of Wellton**
- **City of Somerton**
- **City of San Luis**
- **Winterhaven, California**

The YMPO is developing this Roads of Regional Significance (RORS) Study to identify and prioritize improvements on a series of corridors in the YMPO region that have substantial regional impact. The study identifies the infrastructure needs, improvement costs, and implementation steps to ensure these corridors continue to effectively serve the region’s residents and businesses.

The RORS Study was developed with five goals in mind. Each goal was identified as a crucial aspect of the RORS network and future development. The goals include:



Define Roads of Regional Significance in the YMPO region



Recommend transportation infrastructure projects and strategies



Identify potential funding sources for implementing strategies



Identify potential environmental concerns and ROW impacts

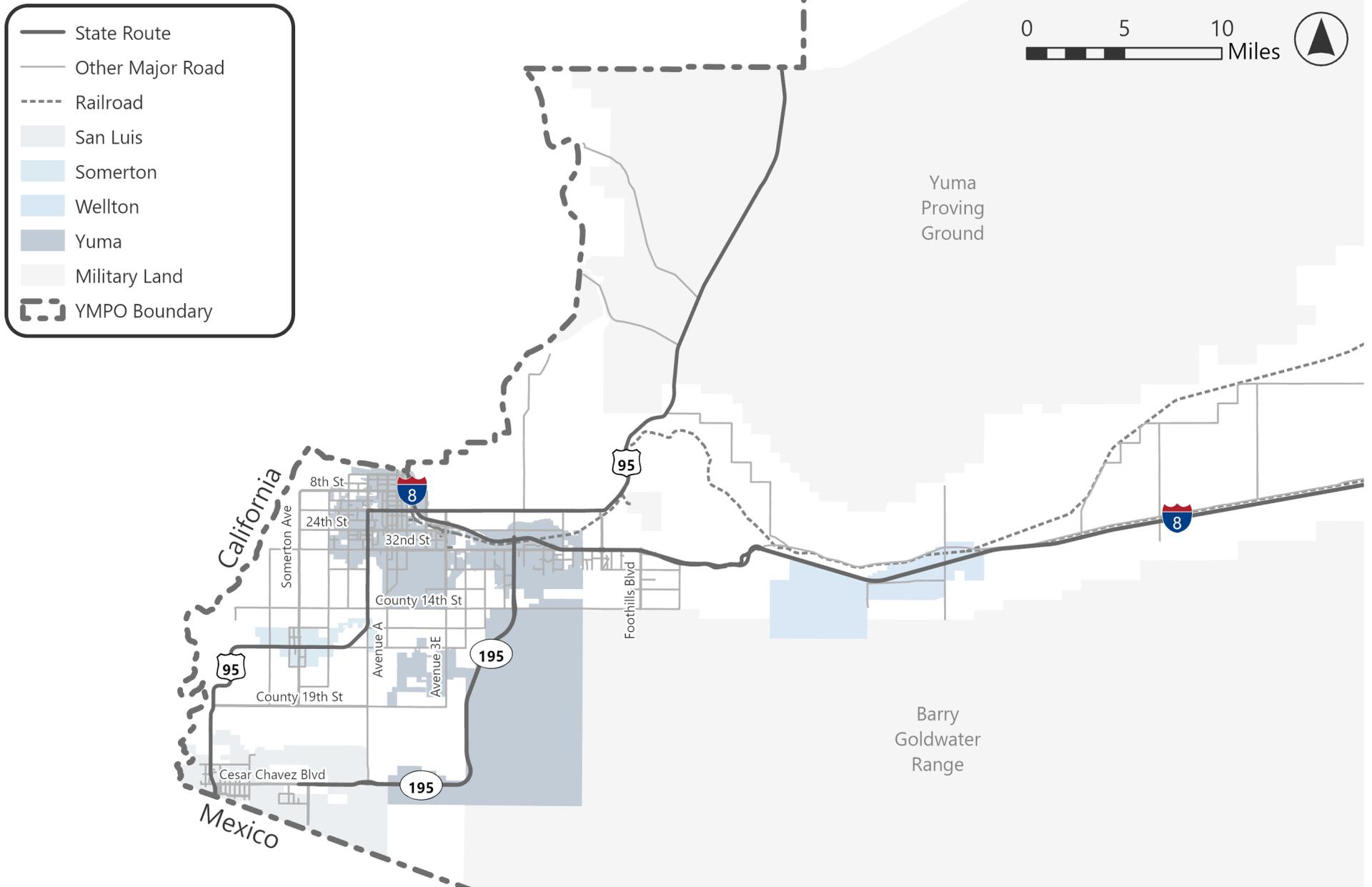


Develop an implementation plan for the short-term recommended projects

Study Area

The study area for the RORS Study is the entirety of the YMPO region, which is shown in **Figure 1**.

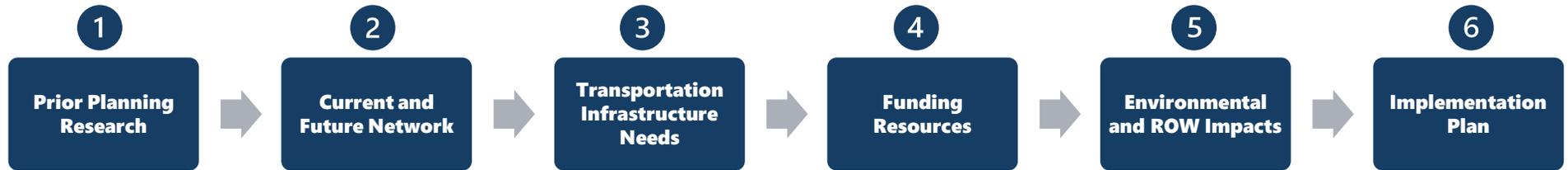
Figure 1. Study Area



RORS Study Process

Key actions in the planning process for the RORS Study are shown in **Figure 2** and include:

Figure 2. YMPO RORS Study Planning Process



- 1. Prior Planning Research.** The Study includes a literature review of pertinent planning efforts across Arizona and from other MPOs of similar size with defined regionally significant corridors.
- 2. Current and Future Network.** The Study defines a network of regionally significant routes based on a custom definition for the region.
- 3. Transportation Infrastructure Needs.** The Study identifies recommended infrastructure projects on the RORS network to meet current and future travel needs.
- 4. Funding Resources.** The Study identifies potential funding resources that are available to YMPO and member agencies for implementing short-term recommendations.
- 5. Environmental and ROW Impacts.** The Study identifies potential environmental needs and risks associated with each short-term project. It also identifies potential ROW impacts of new corridors or improving existing corridors.
- 6. Implementation Plan.** The Study develops a plan for implementation of recommended short-term projects on the RORS network.

Technical Memoranda

This report is the culmination of six technical memoranda. The technical memoranda, in order of their development during the RORS Study, are shown in **Figure 3**.

Figure 3. YMPO RORS Development Process



02

Defining Roads of Regional Significance

Defining Roads of Regional Significance

To establish a clear definition of RORS tailored to the YMPO region, a comprehensive review of previous planning initiatives in the MPO and at peer MPOs was conducted. This approach includes the incorporation of best practices and lessons learned from similar efforts leveraging recent planning efforts in the YMPO region. Building on insights gathered from these past studies, a refined and YMPO region-specific RORS definition was developed to guide future planning and project identification.

Past Planning Efforts

A comprehensive review of relevant federal, state, regional, sub-regional, and peer MPO planning efforts was conducted to inform the definition of RORS in the YMPO region. The key insights and guidance derived from each of these planning efforts, and their relevance to shaping the RORS definition, are summarized below.

Federal



FHWA Projects of National and Regional Significance

The Federal Highway Administration's (FHWA) Office of Freight Management and Operations is responsible for promoting cost-effective infrastructure investments for the efficient movement of freight. The Office of Freight Management and Operations defines a "project of national and regional significance" as:

"a project that improves the safe, secure, and efficient movement of people and goods through the United States to improve the national economy."



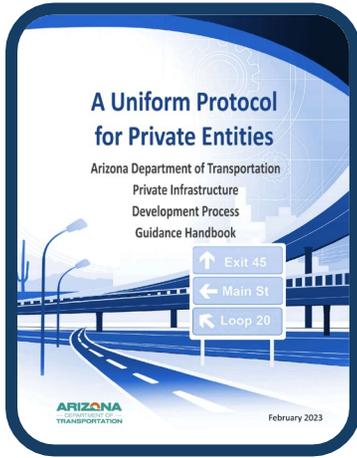
U.S. Environmental Protection Agency Transportation Conformity

The U.S. Environmental Protection Agency (EPA) defines a "regionally significant project" as a project that is:

"on a facility which serves regional transportation needs including access to and from the area outside of the region, major activity centers in the region, major planned developments, or transportation terminals as well as most terminals themselves."

Regionally significant projects would normally be included in the modeling of a metropolitan area's transportation network, including all principal arterial highways, all fixed guideway transit facilities that offer an alternative to regional highway travel, and any project the EPA identifies as having the potential to affect air quality on a regional basis.

State



ADOT: A Uniform Protocol for Private Entities

The Arizona Department of Transportation (ADOT) established the Uniform Protocol for Private Entities handbook for the private sector as a protocol for requesting new privately funded infrastructure or modifications to existing infrastructure. According to the handbook, the following is ADOT's definition of a regionally significant roadway:

“A roadway that is classified as a principal arterial or higher classification in the most recently adopted MPO transportation plan in urban areas.”

ADOT may identify a roadway as being regionally significant if identified as such within an adopted Regional Transportation Plan, a National Environmental Policy Act (NEPA)/environmental study, a feasibility study, a corridor plan, or an access management plan which ADOT staff have participated in and approved.

Regional



YMPO Long Range Transportation Plan

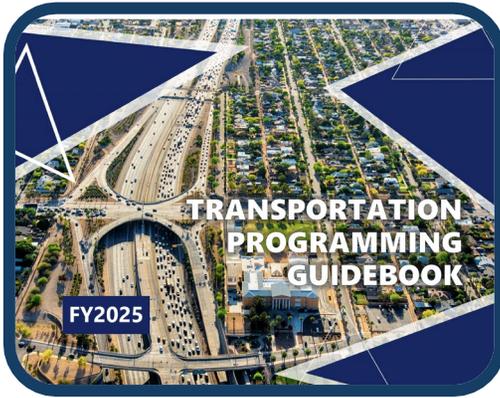
The YMPO Long Range Transportation Plan (LRTP) identified Regionally Significant Routes that represent corridors that provide important regional mobility and connectivity through the YMPO region. The Regionally Significant Routes were determined using the following assessment criteria:

Functional Classification: A Regionally Significant Route must meet a minimum threshold of a collector route.

Route Continuity: A Regionally Significant Route must provide longitudinal access to the region. Routes with frequent termini and/or short end-to-end lengths were disqualified from consideration.

Criteria Access/Destination Points: A Regionally Significant Route must provide critical access to one or more regional destinations within the YMPO region. The destinations include, but are not limited to, employment centers, tourist sites, recreational sites, prominent residential locations, and commercial activity zones.

The Regionally Significant Routes, as determined by the LRTP, include existing corridors and future routes that, with strategic improvements, could provide important regional mobility connection.



Maricopa Association of Governments Transportation Programming Guidebook

The Maricopa Association of Governments (MAG) established the Transportation Programming Guidebook to provide member agencies with background information, instructions, requirements, schedules, application forms, and contact information for different transportation programs and requirements for the Regional Transportation Plan (RTP) and MAG Transportation Improvement Program (TIP). The guidebook defines a regionally significant project to include:

“roads which serve regional transportation needs (e.g., urban freeways, other urban or rural principal arterials, and roads on the one-mile grid street network and extensions thereof), is greater than one-half mile in length or is on a freeway, freeway ramp, or roadway which carries traffic over or under a freeway at an interchange and would alter the number of striped through-lanes available for motor vehicle use.”



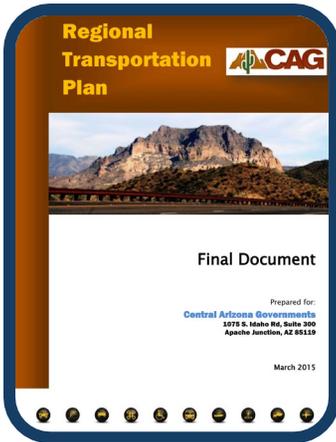
Maricopa Association of Governments Regional Transportation Plan

The MAG RTP provides an evaluation process for potential projects in the region. The potential projects are placed in a Needs Catalog and originate from three sources:

- Submitted by member agencies through MAG’s call for projects
- Identified by MAG and its implementing partners through system needs assessment
- Recommended through regional assessments and deferred Proposition 400 projects

The Needs Catalog represents a full list of needs throughout the region and across all transportation modes. Each project in the Needs Catalog goes through the following four-step evaluation process:

- **Step 1: Regional Project Screening.** Candidate projects in the Needs Catalog are screened to identify those with the highest potential to produce regional transportation benefits.
- **Step 2: Project-Level Evaluation.** The project-level evaluation utilizes a performance-based scoring tool to identify projects that address the needs of the transportation system.
- **Step 3: Project/Program Review and Validation.** Following the ranking of regionally significant freeway/highway and arterial projects, MAG conducts a qualitative analysis to review projects that fall below the project advancement line during Step 2.
- **Step 4: Scenario Planning & Trade-off Analysis.** Scenario planning is used to help identify the package of projects and programs that best address critical regional transportation needs, while remaining flexible, adaptable, and responsive to a range of possible futures.

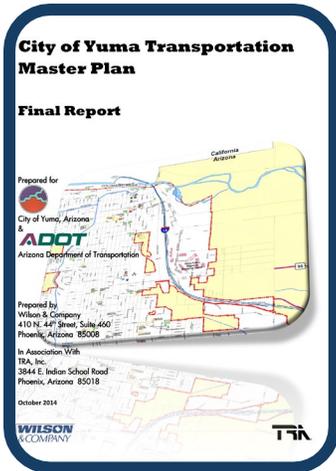


Central Arizona Governments Regional Transportation Plan

The Central Arizona Governments (CAG) encompasses Gila County and portions of Pinal County. CAG developed the RTP to be a comprehensive, multimodal plan that plans the region’s transportation priorities. According to the CAG RTP, roads of regional significance have one or more of the following characteristics:

- A roadway that connects population centers, employment centers, and major highways to support safe, efficient travel.
- Carry significant through traffic and are instrumental in creating an effective network for access to a regional highway or key transit facility.
- Serve region-oriented travel and are modeled as principal arterial facilities.
- Typical connectivity involves major activity centers (e.g., downtown areas and large commercial and industrial concentrations), major planned developments (e.g., master-planned communities); significant sports complexes or facilities (e.g., stadiums and fairgrounds), and transportation facilities and terminals.

Sub-Regional



City of Yuma Transportation Master Plan

The City of Yuma’s 2015 Transportation Master Plan (TMP) labeled three roadways as critical to the City’s transportation network. These facilities contribute to regional mobility, ensure national connectivity, and support international trade. These three facilities include:

- Interstate 8 (I-8) – The major east-west highway running through the northern portion of the city, providing access to west coast markets and connects with the larger Interstate system to the east.
- US 95 – A critical north-south facility connecting the city with Mexico and San Luis I Land Port of Entry and extends north through Las Vegas, NV to Idaho and Canada.
- State Route (SR) 195 – A north-south roadway connecting San Luis to I-8 providing an alternative to US 95 for regional, national, and international travel and freight shipments.



Yuma Joint Land Use Plan

The City of Yuma 2025 Joint Land Use Plan (JLUP) guides development within the City of Yuma and Yuma County to ensure development adjacent to Marine Corps Air Station Yuma (MCAS Yuma) and the Barry M. Goldwater Range do not negatively impact the military installations. The JLUP identified primary areas of alignment and several key areas requiring further analysis shown in **Table 1**.

Table 1. Yuma Joint Land Use Plan Identified Areas of Alignment and Further Analysis

Primary Areas of Alignment	Further Analysis Needed
Stakeholders support healthy, compatible urban growth	Identify developable areas, land needs, and alternatives to support healthy, compatible urban growth
Noise contour protections around the Air Station and the necessity of range buffers	Discuss Accident Potential Zone and specific range buffer needs to enhance compatibility while supporting growth
Need to prevent listings of the flat-tailed horned lizard (FTHL) habitat	Include Yuma International Airport in military land use compatibility discussions
Transportation improvements north of the range are needed with comprehensive planning to be addressed through the YMPO LRTP efforts	Enhance community awareness of the potential impact of a FTHL listing
	Engage in transportation planning discussions, led by YMPO

Source: Yuma Joint Land Use Plan

Efforts Outside of Arizona



Alamo Area MPO Regionally Significant Roadways/Projects

The Alamo Area MPO (AAMPO) provides transportation planning for Bexar County, Comal County, Guadalupe County, and a portion of Kendall County in Texas. The AAMPO developed the following definition to classify projects as regionally significant for transportation conformity purposes:

- Those facilities federally functionally classified as interstate freeways, other freeways or expressways
- Those facilities federally functionally classified as principal arterials
- Roadways and intermodal connectors included in the federally adopted National Highway System
- Roads designated as State Highway or US routes
- Community connections that provide direct, continuously signed connections between nearby or adjacent census defined urbanized areas, urban clusters, and population centers with more than 5,000 people
- Roadways between activity centers that serve as primary regional connectors to an otherwise unserved regional activity center
- Extensions of Regionally Significant Roadways to connect non-connecting termini
- Fixed guideway transit facilities that offer an alternative to regional highway travel
- Tollways as documented in the Metropolitan Transportation Plan
- Grade-separated interchange projects on Regionally Significant Roadways where no access existed previously



Middle Rogue MPO Regional Significance Screening Criteria

The Middle Rogue MPO (MRMPO) provides transportation planning for the cities of Gold Hill, Grants Pass, Rogue River, and parts of Josephine and Jackson counties in Oregon. The MRMPO established a regional significance screening process for determining whether a roadway in the MRMPO planning area is regionally significant. The screening process is broken down in two parts; first, seven questions that act as an initial project review and second, threshold criteria to determine if a project is regionally significant, non-regionally significant, or requires consultation.

Part 1: Initial Project Review

1. What are the exempt status and functional classification of the roadway project?
2. Is the facility either included in the Regional Travel Demand Forecasting Model or would it be if it does not currently exist?
3. Does the facility provide direct connection between two roadways classified as a principal arterial or higher?
4. Does the facility provide the primary regional connectivity to a "Major Activity Center"? Below is a list of general types of major activity centers:
 - a. Major hospital or regional medical center
 - b. Central business districts of cities
 - c. Major regional retail centers and malls
 - d. Colleges and universities
 - e. Tourist destinations
 - f. Airports
 - g. Freight terminals and intermodal transfer centers
 - h. Sports complexes
5. Does the project add significant vehicular capacity?
6. What is the length of the roadway segment being improved and what is the overall corridor length?
7. What is the current average daily traffic of the roadway segment?

Part 2: Threshold Criteria

Criteria A: Interstate and Expressways

Criteria A-1: Expansion Type	Criteria A-2: Threshold
a. New Segment	No minimum (regionally significant)
b. Added Through Lanes	No minimum (regionally significant)
c. Continuous Auxiliary Lanes	> 1/4 mile (regionally significant)
d. New Interchanges	No minimum (regionally significant)
e. Modification of Existing Interchanges	Consultation required

Criteria C: Minor Arterials

Criteria C-1: Expansion Type	Criteria C-2: Threshold
a. New Segment	¾ to 1 mile – Consultation required
b. New Segment	> 1 mile (regionally significant)
c. Added Through Lanes	¾ to 1 mile – Consultation required
d. Added Through Lanes	> 1 mile (regionally significant)
e. Continuous Auxiliary Lanes	> 1 mile (regionally significant)
f. Separation of Railroad Crossings	Not regionally significant

Criteria E: Bus and Demand Response Transit

Criteria E-1: Expansion Type	Criteria E-2: Threshold
a. New Fixed Route	Consultation required
b. New Demand Response Service	Not regionally significant
c. Added Service to Existing	Not regionally significant

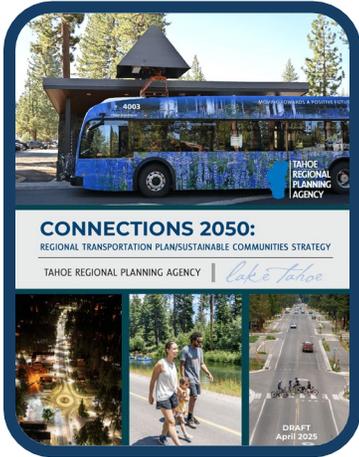
Criteria B: Other Principal Arterials

Criteria B-1: Expansion Type	Criteria B-2: Threshold
a. New Segment	No minimum (regionally significant)
b. Added Through Lanes	No minimum (regionally significant)
c. Continuous Auxiliary Lanes	> 1 mile (regionally significant)
d. New Interchanges	No minimum (regionally significant)
e. Modification of Existing Interchanges	Consultation required
f. Separation of Railroad Crossings	Not regionally significant

Criteria D: Rail and Fixed Guide-Way Transit

Criteria D-1: Expansion Type	Criteria D-2: Threshold
a. New Route or Service	No minimum (regionally significant)
b. Route Extension with Station	> 1 mile from current terminus (regionally significant)
c. Added Track or Guide-Way Capacity	> 1 mile (regionally significant)
d. New Intermediate Station	Consultation required

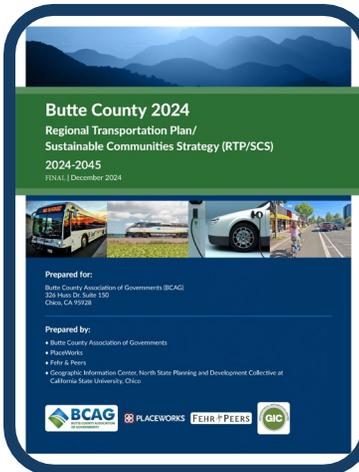
Source: Middle Rogue MPO Regional Significance Screening Criteria



Tahoe Regional Planning Agency Regional Transportation Plan

The Tahoe Regional Planning Agency's draft RTP defines what a regionally significant project is for the Tahoe region. The RTP defines a regionally significant project as a transportation project which serves regional transportation needs, such as providing access to:

- Tahoe and the mega-region
- Major activity centers in the region
- High-demand recreation facilities
- Transportation terminals that would normally be included in the modeling of a region's transportation network
- Including, at a minimum, all major improvements on principal arterial highways

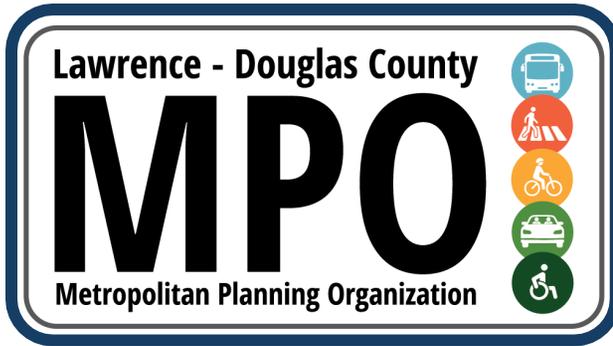


Butte County Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

The Butte County Association of Governments (BCAG) includes Butte County; the cities of Biggs, Gridley, Oroville, and Chico; and the Town of Paradise in California. The RTP/Sustainable Communities Strategy (SCS) is a comprehensive transportation investment and land use strategy planning for 2045.

According to the RTP/SCS, regionally significant roadways include the entire State Highway System, and all roads designated as either arterial or collector, as classified by each local jurisdiction. Roadways that meet one or more of the following criteria are also included as roads of regional significance:

- Principal roadways connecting Butte County with other regions or counties
- Principal roadways connecting urban areas
- Roadways that provide access to significant recreational, commercial, industrial, or institutional activities
- Roadways that are primary emergency evacuation routes for urban areas



Lawrence-Douglas County Metropolitan Planning Organization

The Lawrence-Douglas County MPO (L-DC MPO) encompasses Douglas County, Kansas and has defined regionally significant roadways for the Douglas County region. According to the L-DC MPO, at a minimum, regionally significant roadways are defined as roadways with a functional classification of minor arterial or higher. Additionally, major collector roads may be designated as regionally significant if they meet one or more of the following criteria:

- Road segment is part of a State Highway route and/or part of the State maintained highway system
- Road segment serves a major activity center in the region and is expected to have high peak-hour traffic counts
- Road segment serves to connect a major activity center to a higher classification road
- Road segment serves to connect two higher classification roads
- Road segment serves a "regionally significant" transportation facility
- Road segment is located more than a mile away from a higher classification road
- Road segment is the highest classification road in a township or city

Common Themes from Previous Planning Efforts

Common themes emerged from reviewing past planning efforts that defined roads or recommendations of regional significance federally, statewide, regionally, sub-regionally, and outside of Arizona. Identified themes include:

- A minimum **functional classification** of collector on the entire route
- Projects that improve the safe, secure, and efficient **movement of people and goods** through a region
- Projects that have as much of an **impact on travelers** outside of the immediate project area as those within the immediate project area
- Transportation projects that are on a facility that **serves regional transportation needs** including access to and from areas outside the region, major activity centers in the region, major planned developments, and transportation terminals

YMPO RORS Definition

Drawing upon the recurring themes identified in previous planning initiatives, the YMPO is well positioned to establish clear and effective criteria for defining a RORS network for the region. A RORS in the YMPO area is designated based on the following comprehensive assessment criteria:

	Functional Classification	Roadways must be classified as a major collector or higher, serving both local and regional travel demands.
	Route Continuity	Roadways must provide seamless travel across jurisdictions, supporting regional movement of people and goods.
	Travel Impact	Roadways must have high cumulative miles traveled—both high travel volumes and distances.
	Connectivity to Destinations	Roadways must provide direct access to major destinations that support the economy and quality of life, including employment centers, colleges, ports of entry, interstates, major medical centers, and shopping areas.

Each assessment criteria is outlined below.



Functional Classification

Roadways, and the land uses they serve, share a dynamic relationship. Local and minor collector roadways typically handle local trips, while larger, higher-classified roadways facilitate both local and regional vehicle movement. Based on this consideration, a RORS must meet a minimum classification of a major collector. **Figure 4** shows the roadways throughout the YMPO region that are classified as major collector routes or higher. Many of these roadways are concentrated in Yuma and San Luis, with major connections spreading throughout the region.



Route Continuity

Route continuity is essential for ensuring efficient transportation across multiple jurisdictions. Roads that span different areas provide critical connections that facilitate regional travel and economic activity. A RORS must link various jurisdictions effectively. **Figure 5** shows continuous, long-distance corridors, highlighting key routes that provide vital connections across different municipalities within the YMPO region.

Figure 4. Functional Classification Eligibility



Source: ADOT

Figure 5. Route Continuity



Source: YMPO



Travel Impact

Trip volume and trip distance are both important factors in understanding the travel impact on a roadway corridor. Using Replica data, anonymized cell phone trip data, average trips across various distance categories were extracted and applied to the YMPO network.

Figure 6 shows the total length of trips in miles that utilize each roadway segment, accounting for both travel volume and travel distance. This representation indicates that roadways with a high volume of short trips can be represented similarly to those with a lower volume of longer trips, providing a comprehensive view of regional mobility.



Connectivity to Destinations

Ensuring robust connectivity to key regional destinations is crucial for supporting economic activity, accessibility, and quality of life. A RORS must provide transportation access to one or more regional destinations in the YMPO region, including, but not limited to:

- Colleges
- Ports of Entry from Mexico
- Major medical centers
- Interstate access or connections to outside regions
- Major shopping destinations
- Other destinations

Figure 7 shows the roadways throughout the YMPO region that connect to these activity centers, highlighting the essential roadways that link various important regional destinations.



Figure 6. Travel Impact (Vehicle Miles)



Source: Replica Data

Figure 7. Connectivity to Destinations



Source: YMPO

YMPO RORS Network

A comprehensive scoring system was developed to quantitatively identify RORS for the YMPO region. To qualify as a RORS, a route must be a major collector or higher functional classification, then a points system was applied to determine RORS:

- **Route Continuity:** highlighted routes received one point
- **Connectivity to Destination:** highlighted routes received one point
- **Travel Impact:** up to three points could be allocated:
 - Routes with trips of 50,000+ miles received one point
 - Routes with trips of 100,000+ miles received two points
 - Routes with trips 250,000+ miles received three points

The composite scores are shown in **Figure 8** and were used to determine a threshold to designate routes as RORS. Generally, a route with a score of 3 or higher was designated as a RORS, with minor smoothing applied to create a continuous and logical network. **Figure 9** shows the roadways in the YMPO region that qualify as RORS. The routes shown in these figures are subject to change as more RORS may emerge over time as further development occurs and functional classifications are upgraded.



Figure 8. RORS Evaluation Composite Score



Source: YMPO

Figure 9. Roads of Regional Significance



Source: YMPO

03

Transportation Infrastructure Needs

Transportation Infrastructure Needs

YMPO Goals and Targets

The YMPO LRTP identified goals and performance measures for the transportation network in the YMPO region along with performance targets for each goal. The YMPO LRTP goals include statewide goals adopted by ADOT and additional YMPO priority goals as shown in **Figure 10**.

Figure 10. YMPO LRTP Goals

Adopted ADOT Goals	YMPO Priority Goals
 Safety Reduce traffic fatalities and serious injuries on all public roads.	 Congestion Reduction on RORS Reduce intersection/roadway congestion along RORS.
 Infrastructure Condition Maintain the National Highway System (NHS).	 Bicycle & Pedestrian Mobility Improve and expand region-wide bicycle and pedestrian infrastructure, access, and intermodal connectivity.
 Congestion Reduction Reduce congestion on the NHS.	 Transit Mobility Improve and expand region-wide transit service and options, particularly for vulnerable population groups.
 System Reliability Improve the efficiency of the surface transportation system.	 Border Crossings Enhance cross-border travel experience in the region for all modes.
 Freight Movement & Economic Vitality Improve the national freight network, strengthen rural access to national/international markets, and support economic development.	 Tourism & Development Support regional tourism and economic development.
 Environmental Sustainability Enhance performance of the transportation system while protecting and enhancing the natural environment.	 Aviation Support and enhance air traffic operations in the region.

Source: YMPO LRTP

Current and Forecasted Deficiencies on the RORS Network

The YMPO LRTP analyzed current and forecasted deficiencies on the YMPO region’s transportation network, including congestion, bridge condition, and low water crossings. Identified deficiencies are summarized below and shown in **Figure 12**.

Congestion

Traffic forecasts were developed based on projected population and employment conditions in the region predicted by the regional travel demand model. The analysis evaluated anticipated roadway congestion if no roadway improvements were to be made through 2050. Roadway congestion is represented by Level of Service (LOS), a measure that rates the performance of the roadway network in terms of the degree of traffic congestion. This measure uses the letters ‘A’ through ‘F’, with an A being the least congestion and F being the most. The grading system is depicted in **Figure 11**. **Table 2** shows the RORS that are anticipated to operate at failing LOS E or worse in 2050 based on annual average daily conditions and peak season daily conditions.

This measure uses the letters ‘A’ through ‘F’, with an A being the least congestion and F being the most. The grading system is depicted in **Figure 11**. **Table 2** shows the RORS that are anticipated to operate at failing LOS E or worse in 2050 based on annual average daily conditions and peak season daily conditions.

Table 2. RORS Operating at LOS E or Worse by 2050

Annual Average Daily Conditions

- South Frontage Rd: Ave 9E to Fortuna Rd
- 32nd St: Ave 3E to Ave B
- 4th Ave near Yuma International Airport

Peak Season Daily Conditions

- South Frontage Rd: Ave 9E to Fortuna
- 32nd St: Ave 3E to Ave B
- 4th Ave near Yuma International Airport
- I-8: SR 195 to Fortuna Rd
- Ave 3E: Co 13th St to 40th St
- 16th St: 14th Ave to Arizona Ave

Figure 11. Level of Service

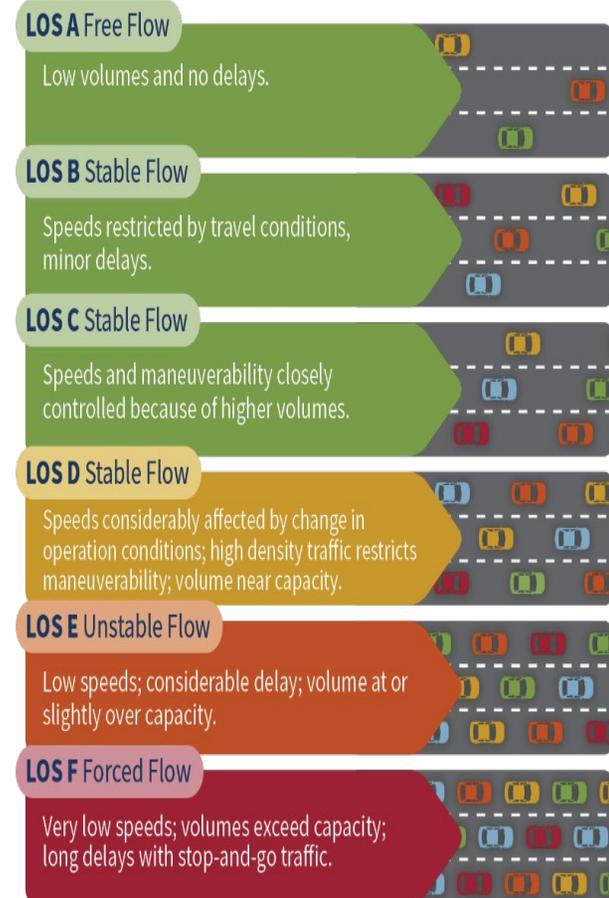
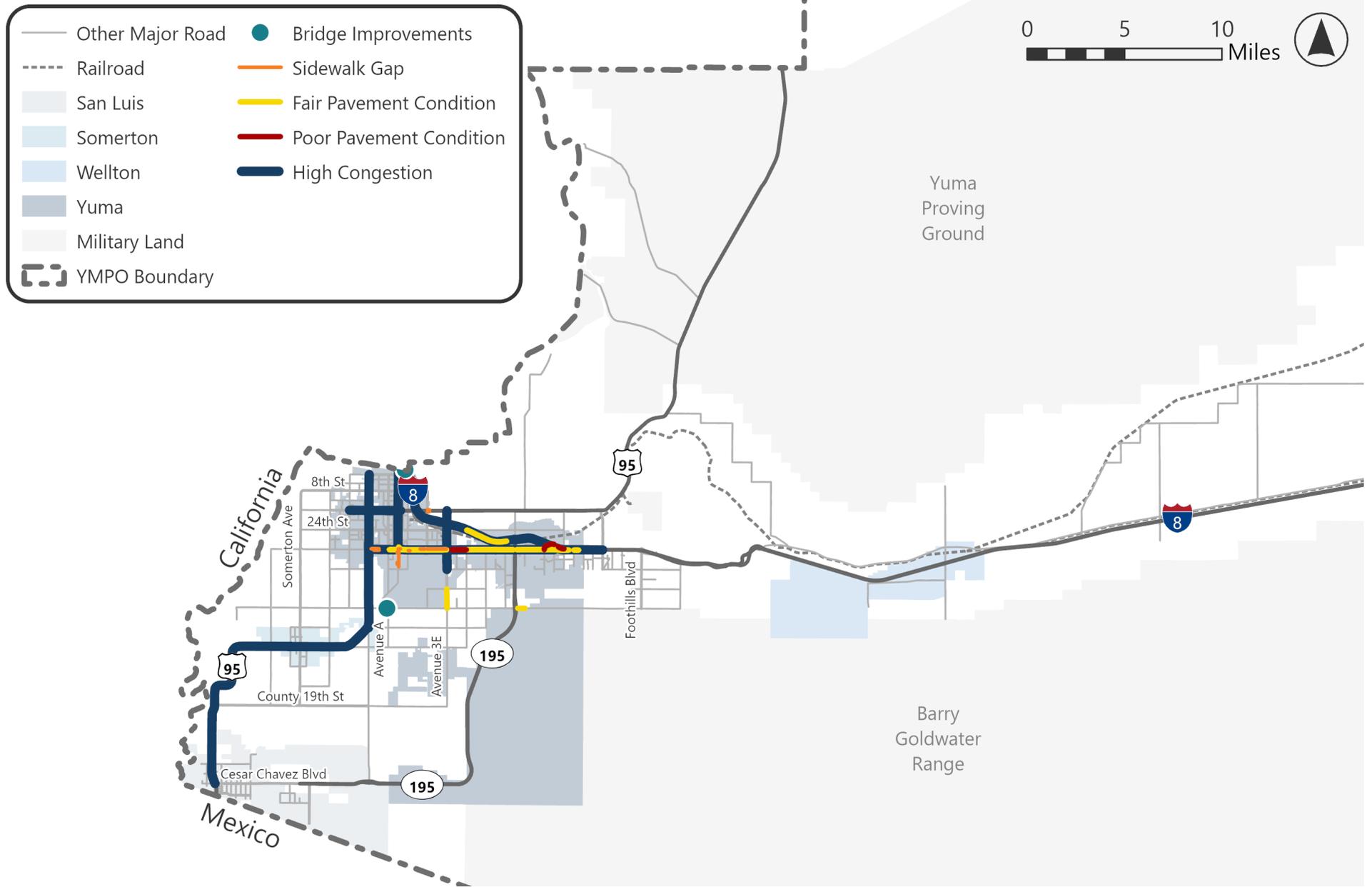


Figure 12. Deficiencies on the RORS Network



Source: YMPO LRTP, Yuma TMP

Bridges

Maintaining bridges in a state of good repair is essential for preserving freight and traffic movement. The I-8/Colorado River Bridge is the only bridge along the RORS network rated in poor condition per ADOT's bridge database.

Low Water Crossings

Low water crossings at streets can impede traffic flow, especially during periods of heavy rain. The YMPO LRTP noted the County 14th St Bridge over the Auxiliary Supply Canal was the only low water crossing issue along the RORS network.

Poor Pavement Conditions

The YMPO Pavement Management System Study, conducted in 2020, allows the MPO and its member agencies to make informed decisions about maintaining pavement assets. Of 3.8 million square yards of pavement, more than 13% was found to be in poor to failing condition.

Missing Sidewalk

The conditions of sidewalks affect all pedestrians, particularly individuals with disabilities. Sidewalk gaps, uneven surfaces, obstructions, or poor sidewalk conditions create deterrents or barriers to pedestrian travel. Many corridors have sidewalk gaps forcing pedestrians to walk in unpaved areas on the roadway's shoulder.

Previously Recommended Projects

The YMPO and City of Yuma have recently performed comprehensive transportation plans to address multimodal transportation needs throughout the region. YMPO adopted the LRTP in July 2025 and the City of Yuma completed its Integrated TMP in December 2025. These plans include recommendations along the RORS network in the following categories:



**Active
Transportation**



**Intersection
Improvements**



**Capacity
Improvements**



Maintenance



**Transit
Improvements**

YMPO Long-Range Transportation Plan

Recommendations from the YMPO LRTP that will impact the RORS network are shown in **Table 3**.

Table 3. YMPO LRTP Recommendations

ID	Name	Roadway	From	To	Type
101	Cesar Chavez Blvd Widening Phase I	Cesar Chavez Blvd	10 th Ave	Ave E	Capacity
102	US 95 Safety Improvements	US 95	Co 20 ½ St	Co 22 nd St	Capacity
103	US 95 Safety Study	US 95	Co 22 nd St	Cesar Chavez Blvd	Capacity
104	Ave E/Ave D Extension	Ave E	Co 16 th St	Co 23 rd Ave	Capacity
105	US 95 Safety Improvements Phase II	US 95	Ave G	0.5 miles west	Capacity
106	16 th St Safety Improvements	16 th St	Pacific Ave	Ave 3E	Capacity
107	Foothills Blvd Widening	Foothills Blvd	50 th St	Co. 14 th St	Capacity
108	Co 14 th St Extension Phase I	Co.14 th St	Ave 10E	Foothills Blvd	Capacity
109	Co 14 th St Extension Phase II	Co 14 th St	Ave 7E	Ave 10E	Capacity
110	US 95 Widening	US 95	Welton-Mohawk Canal	Imperial Dam Rd	Capacity
112	16 th St Widening	16 th St	3 rd Ave	Maple Ave	Capacity
114	Airport Loop and 4 th Ave Widening	Airport Loop Rd	Ave A	Co 14 th St	Capacity
115	Cesar Chavez Blvd Widening Phase II	Cesar Chavez Blvd	San Luis Plaza Drive	10 th Ave	Capacity
116	I-8 Widening Phase II	I-8	16 th St	Foothills Blvd	Capacity
117	US 95 Widening Phase II	US 95	Imperial Dam Rd	Aberdeen Rd	Capacity
118	I-8 Pavement Maintenance	I-8	Foothills Blvd	Dome Valley	Maintenance
119	US 95 Pavement Maintenance	US 95	Ave H	32 nd St	Maintenance
120	Ave E/Co 24 th St Traffic Signal	Ave E	Co 24 th St	-	Intersection
122	William Brooks Ave/Urtuzuastegui St Traffic Signal	William Brooks Ave	Urtuzuastegui St	-	Intersection
124	SR 195/Ave B Signalization	SR 195	Ave B	-	Intersection
125	US 95/Co 15 th St Intersection Evaluation	US 95	Co 15 th St	-	Intersection
126	US 95/Ave C Safety Improvements	US 95	Ave C	-	Intersection
130	Ave 5E/I-8 Traffic Interchange	Ave 5E	I-8	-	Intersection
131	Pacific Ave/I-8 Traffic Interchange	Pacific Ave	I-8	-	Intersection
133	Ave E/ San Luis Ln Traffic Signal	Ave E	San Luis Ln	-	Intersection
134	Archibald St/Urtuzuastegui St Traffic Signal	Archibald St	Urtuzuastegui St	-	Intersection
155	Co 14 th St/Ave 4E Traffic Signal	Co 14 th St	Ave 4E	-	Intersection
156	Ave C/12 th St & S Frontage Rd/Ave 10E Traffic Signals	Frontage Rd	Ave 10E	-	Intersection

Source: YMPO LRTP

City of Yuma Integrated Transportation Master Plan

The Yuma TMP contains a plan for improvements through 2050. Recommendations from the City of Yuma TMP that will impact the RORS network can be seen in **Table 4**.

Table 4. City of Yuma TMP Recommendations

ID	Name	Roadway	From	To	Type
1	Bus Pullout NB for Yellow Route (95)	4 th Ave	24 th St	-	Transit
2	Bus Pullout SB for Yellow Route (95)	4 th Ave	24 th St	-	Transit
3	Bus Pullout NB for Green Route (4), Purple Route (6A), and Yellow Route (95)	Ave B	24 th St	-	Transit
4	Bus Pullout WB for Green Route (4) and Purple Route (6A)	32 nd St	Pacific Ave	-	Transit
12	4 th Ave and 24 th St Corridors Bus Shelters/ Amenities	4 th Ave	24 th St	-	Transit
13	Bus Pullout EB for Purple Route (6A) and Yellow Route (95)	32 nd St	Ave B	-	Transit
14	Bus Pullout SB for Purple Route (6A) and Yellow Route (95)	32 nd St	Ave B	-	Transit
15	Bus Pullout SB for Purple Route (6A) and Silver Route (9)	21 st St	32 nd St	-	Transit
16	Grade Separation with Four Lanes at SR 195	40 th St	SR 195	-	Intersection
17	Crossing, 4 th Ave and 4 th St – 5 th St	4 th Ave	4 th St	-	Active
18	Crossing, 4 th Ave and Court St	4 th Ave	Court St	-	Active
19	32 nd St and East Main Canal Crossing	32 nd St	East Main Canal	-	Active
20	4 th Ave and 12 th St Crossing	4 th Ave	12 th St	-	Active
21	16 th St and Pacific Ave Turn Lane	16 th St	Pacific Ave	-	Intersection
22	16 th St and I-8 WB Ramp Turn Lane	16 th St	I-8 WB Ramp	-	Intersection
23	Ave 3E and I-8 EB Ramp Turn Lane	Ave 3E	I-8 EB Ramp	-	Intersection
24	16 th St and Ave B Safety Improvements	16 th St	Ave B	-	Intersection
25	32 nd St and Arizona Ave Turn Lane	32 nd St	Arizona Ave	-	Intersection
27	Discontinue Silber Route (9) Service	Multiple	-	-	Transit
28	Consolidate Orange Route (2) and Brown Route (3)	Multiple	-	-	Transit
29	Reroute Purple Route (6)	4 th Ave	8 th St	24 th St	Transit
31	Reroute Orange Route (2)	Multiple	-	-	Transit
32	Initiate Red Route (7) Service	Multiple	-	-	Transit
34	Initiate Gold Route (2X) Service	I-8	3 rd St	24 th St	Transit
36	4 th Ave/ 32 nd St Sidewalks	4 th Ave/32 nd St	4 th Ave	32 nd St	Active
37	32 nd St Sidewalks Phase I	32 nd St	Windsor Ave	Sunsi Sands RV Resort	Active
39	32 nd St Sidewalks Phase II	32 nd St	Pacific Ave	Ave 3E	Active

ID	Name	Roadway	From	To	Type
40	4 th Ave Sidewalks	4 th Ave	Yuma Regional Corporate Center	40 th St	Active
41	16 th St Sidewalks	16 th St	3 rd Ave	Maple Ave	Active
43	32 nd St Pathway	32 nd St	East Main Canal	Ave A	Active
44	Co 14 th St Pathway	Co 14 th St	Ave A	Ave 3E	Active
45	Airport Loop/4 th Ave Pathway	Airport Loop	Ave A	Co 14 th St	Active
46	16 th St Pathway Phase I	16 th St	Ave B	7 th Ave	Active
47	16 th St Pathway Phase II	16 th St	Maple Ave	Pacific Ave	Active
48	16 th St Pathway Phase III	16 th St	4 th Ave	Maple Ave	Active
49	Araby Rd Pathway	Araby Rd	24 th St	26 th St	Active
53	32 nd St Pathway Phase I	32 nd St	Ave 3E	Ave 6E	Active
54	32 nd St Pathway Phase II	32 nd St	Ave 6E	Ave 7 ½ E	Active
87	Airport Loop/4 th Ave Widening	Airport Loop	Ave A	Co 14 th St	Capacity
93	Co 14 th St Widening	Co 14 th St	Ave A	Ave 3E	Capacity
99	Pacific Ave Half Diamond Traffic Interchange	I-8	Pacific Ave	-	Capacity
100	I-8 Widening	I-8	Ave 10E	16 th St	Capacity
211	32 nd St and Ave 8E Turn Lane	32 nd St	Ave 8E	-	Intersection
213	40 th St Widening Phase I	40 th St	Ave 3E	Ave 4E	Capacity
214	New Roadway on 40 th St Section I	40 th St	Ave 6E	Ave 6 ¾ E	New Roadway
215	40 th St Widening Phase II	40 th St	Ave 6 ¾ E	Ave 8E	Capacity
216	New Roadway on 40 th St Section II	40 th St	Ave 8E	Ave 8 ½ E	New Roadway
217	40 th St Widening Phase III	40 th St	Ave 8 ½ E	Ave 8 ¾ E	Capacity
218	New Roadway on 40 th St Section III	40 th St	Ave 8 ¾ E	Ave 10E	New Roadway
219	40 th St Pathway Phase I	40 th St	Ave 3E	Ave 4E	Active
220	40 th St Pathway Phase II	40 th St	Ave 4E	Ave 6E	Active
221	40 th St Pathway Phase III	40 th St	Ave 6E	Ave 6 ¾ E	Active
222	40 th St Pathway Phase IV	40 th St	Ave 6 ¾ E	Ave 8E	Active
223	40 th St Pathway Phase V	40 th St	Ave 8E	Ave 8 ½ E	Active
224	40 th St Pathway Phase VI	40 th St	Ave 8 ½ E	Ave 8 ¾ E	Active
225	40 th St Pathway Phase VII	40 th St	Ave 8 ¾ E	Ave 10E	Active
226	40 th St Improvements	40 th St	Ave 10E	Fortuna Rd	Capacity

Source: Yuma TMP

Gaps

Recommendations identified in the YMPO LRTP and Yuma TMP were compared to the deficiencies identified on the RORS network. Additional recommendations were developed to address any unmet needs on the RORS network. **Table 5** shows the recommendations to improve the RORS network deficiencies and future needs.

Table 5. Gap Recommendations

ID	Name	Roadway	From	To	Type
201	Colorado River Bridge Reconstruction	I-8	Colorado River	-	Maintenance
202	Co 14 th St Bridge over Auxiliary Supply Canal	Co 14 th St	Auxiliary Supply Canal	-	Maintenance
203	I-8 Widening	I-8	4 th St	16 th St	Capacity
204	16 th St Widening	16 th St	3 rd Ave	Ave C	Capacity
205	32 nd St Widening	32 nd St	Ave B	Ave 8 ½ E	Capacity
206	Ave 3E Widening	Ave 3E	Co 12 th St	16 th St	Capacity
207	4 th Ave Widening	4 th Ave	32 nd St	AZ/CA Border	Capacity
208	US 95 Widening Phase I	US 95	1 st St	Co 15 th St	Capacity
209	US 95 Widening Phase II	US 95	Cesar Chavez Blvd	Co 15 th St	Capacity

Planning-Level Cost Estimates

Planning-level cost estimates were based on the analysis performed in the YMPO LRTP and City of Yuma TMP. Actual costs may differ, and thorough analyses will be needed at the time of construction. Individual unit costs can be found in **Table 6**. Planning-level cost estimates for each recommendation are shown in the **Appendix**.

Table 6. Planning-Level Unit Costs

Improvement	Description	Unit Cost (2025 \$)	Unit
Widen roadway	Construct one additional lane on an existing roadway	\$3,520,000.00	Lane-mile
Roadway resurfacing	Resurface and restripe existing roadway	\$500,000.00	Lane-mile
New bridge	Construct new bridge	\$518.70	Square-foot
New traffic signal	Install new traffic signal	\$1,100,000.00	Intersection
Railroad crossing grade separation	Railroad crossing grade separation	\$11,920,000.00	Location
Shared-use path	Construct new 10' off-street paved path	\$2,200,000.00	Mile
New sidewalk	Construct new sidewalk	\$22.00	Square-foot
Enhanced crossing	Install signalized crossing for pedestrians and bicyclists	\$550,000.00	Location
New bus route	Implement new bus route	\$4,157,305.00	Mile
New bus pullout	Construct new bus pullout and shelter	\$158,750.00	Location

Source: YMPO LRTP, Yuma TMP

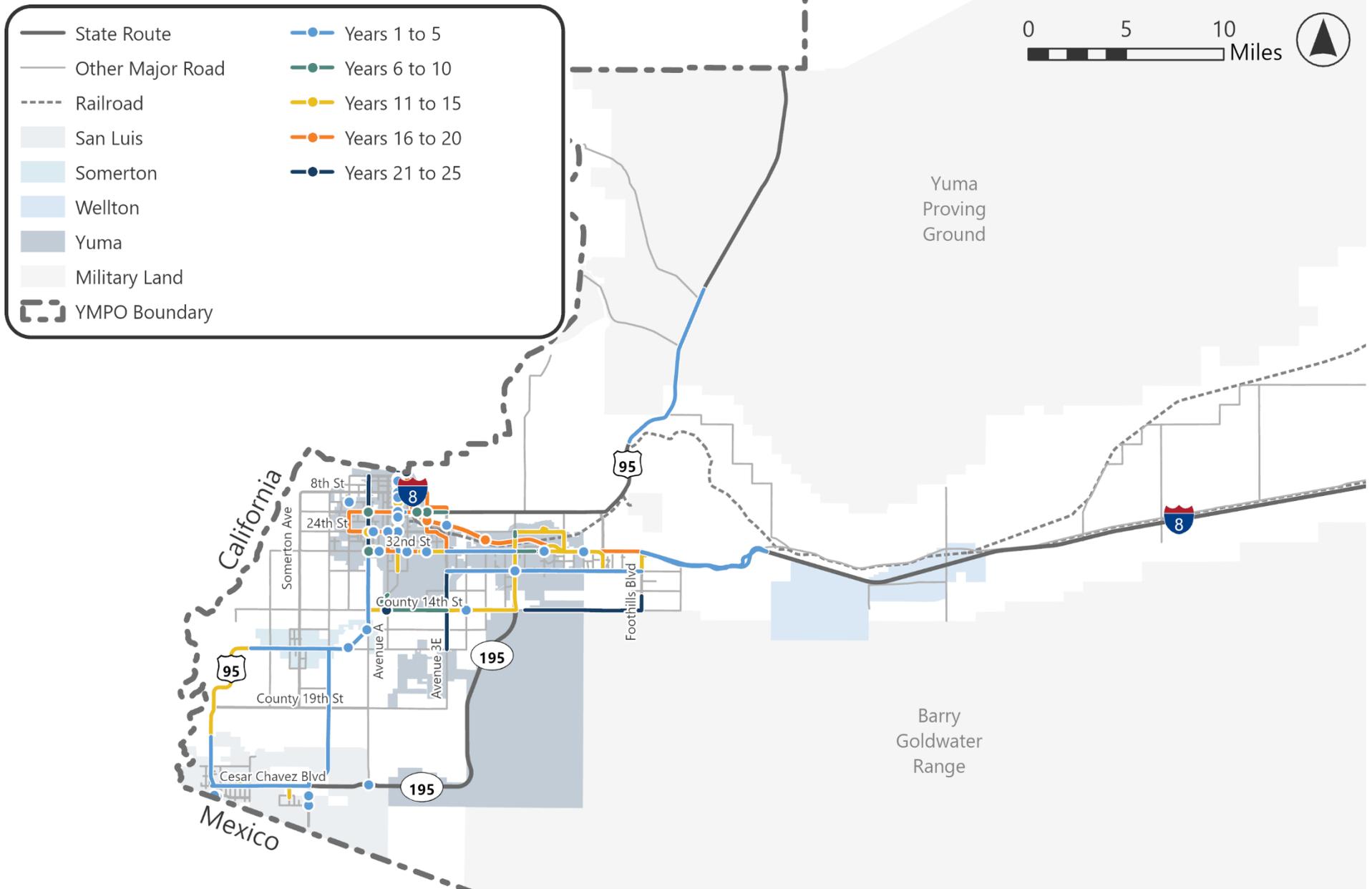
Recommendation Implementation

Recommendations were grouped into horizon years consistent with the YMPO LRTP and Yuma TMP to help the YMPO prioritize recommendations during the implementation process. Projects are prioritized into the following five horizons:



Recommendations by horizon year are shown in **Figure 13**.

Figure 13. Recommendations by Horizon Year



Source: YMPO LRTP, Yuma TMP

Years 1 to 5

Recommendations for Years 1 to 5 (2026-2030) are shown in **Table 7** and **Figure 14**.

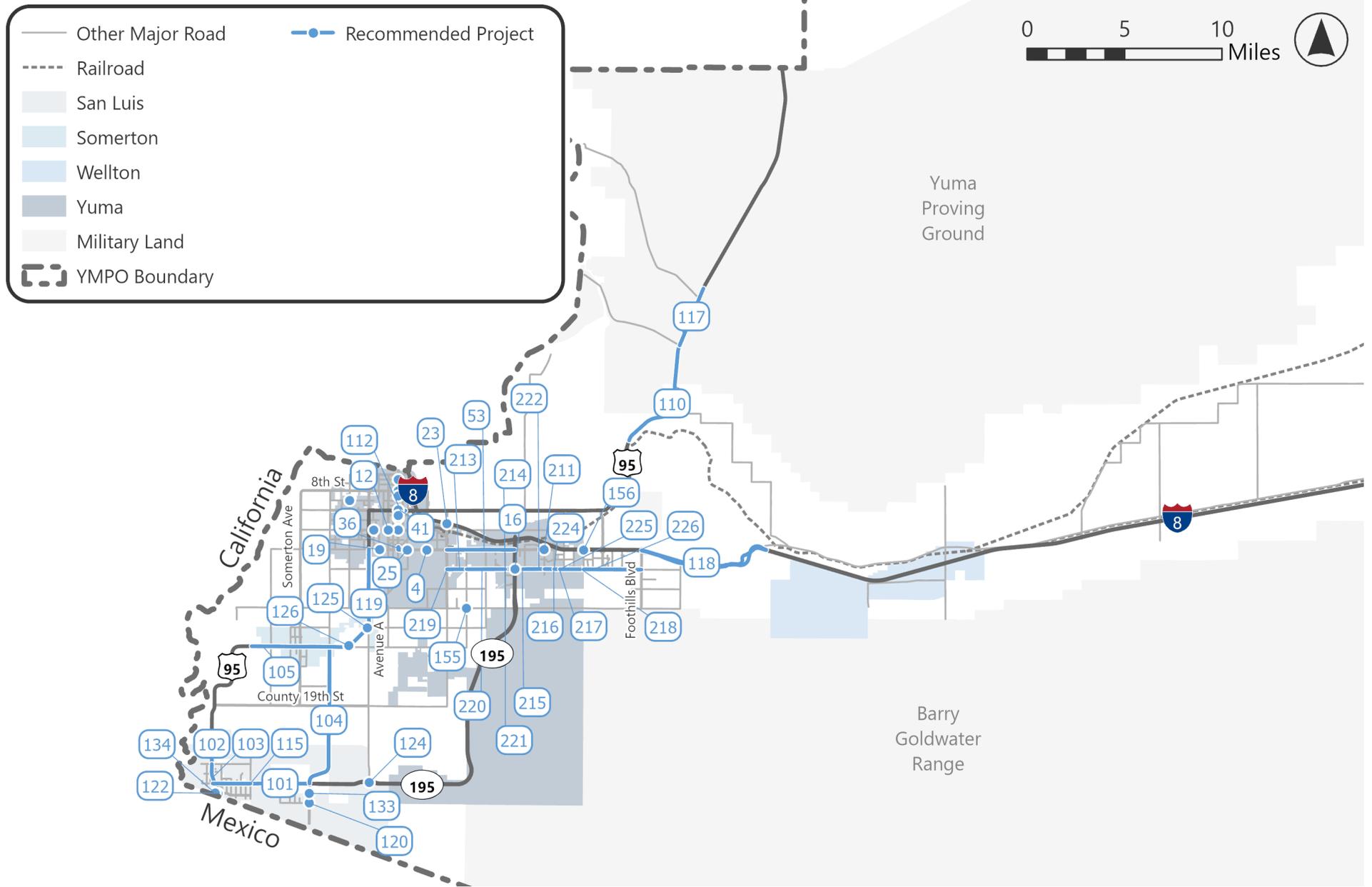
Table 7. Years 1 to 5 Recommendations

ID	Name	Lead Agency	Cost
4	Bus Pullout WB for Green Route (4) and Purple Route (6A)	City of Yuma	\$160,000
12	4th Ave and 24th St Corridors Bus Shelters/Amenities	YCIPTA	\$980,000
16	Grade Separation with Four Lanes at SR 195	City of Yuma	\$15,920,000
19	32nd St and East Main Canal Crossing	City of Yuma	\$550,000
23	Ave 3E and I-8 EB Ramp Turn Lane	ADOT	\$530,000
25	32nd St and Arizona Ave Turn Lane	City of Yuma	\$860,000
36	4th Ave/32nd St Sidewalks	City of Yuma	\$300,000
41	16th St Sidewalks	City of Yuma	<i>Cost included in Project 112</i>
53	32nd St Pathway Phase I	City of Yuma	\$4,480,000
101	Cesar Chavez Blvd Widening Phase I	Yuma County	\$31,000,000
102	US 95 Safety Improvements	City of San Luis	\$2,261,450
103	US 95 Safety Study	City of San Luis	\$45,000
104	Ave E/Ave D Extension	Yuma County	\$28,600,000
105	US 95 Safety Improvements Phase II	City of Somerton	\$1,300,000
110	US 95 Widening	ADOT	\$42,944,000
112	16th St Widening	City of Yuma	\$2,900,000
115	Cesar Chavez Blvd Widening Phase II	City of San Luis	\$41,000,000
117	US 95 Widening II	ADOT	\$22,528,000
118	I-8 Pavement Maintenance	ADOT	\$21,680,750
119	US 95 Pavement Maintenance	Yuma County	\$3,305,000
120	Ave E/Co 24th St	City of San Luis	\$1,800,000
122	William Brooks Ave/Urtuzuastegui St	City of San Luis	\$400,000
124	SR 195/Ave B	City of San Luis	\$1,500,000
125	US 95/Co 15th St	City of Somerton	\$120,000
126	US 95/Ave C Safety Improvements	Yuma County	\$1,000,056
133	Ave E/San Luis Ln Traffic Signal	City of San Luis	\$900,000
134	Archibald St/Urtuzuastegui St	City of San Luis	\$400,000
155	Co 14th St/Ave 4E	Yuma County	\$400,000
156	Ave C/12th St & S Frontage Rd/Ave 10E	Yuma County	\$250,000
211	32nd St and Ave 8E Turn Lane	City of Yuma	\$530,000

ID	Name	Lead Agency	Cost
213	40th St Widening Phase I	City of Yuma	\$9,270,000
214	New Roadway on 40th St Section I	City of Yuma	\$8,900,000
215	40th St Widening Phase II	City of Yuma	\$11,650,000
216	New Roadway on 40th St Section II	City of Yuma	\$9,040,000
217	40th St Widening Phase III	City of Yuma	\$2,630,000
218	New Roadway on 40th St Section III	City of Yuma	\$21,960,000
219	40th St Pathway Phase I	City of Yuma	<i>Cost included in Project 213</i>
220	40th St Pathway Phase II	City of Yuma	\$5,450,000
221	40th St Pathway Phase III	City of Yuma	<i>Cost included in Project 214</i>
222	40th St Pathway Phase IV	City of Yuma	<i>Cost included in Project 215</i>
223	40th St Pathway Phase V	City of Yuma	<i>Cost included in Project 216</i>
224	40th St Pathway Phase VI	City of Yuma	<i>Cost included in Project 217</i>
225	40th St Pathway Phase VII	City of Yuma	<i>Cost included in Project 218</i>
226	40th Street Improvements	City of Yuma	\$17,778,000
Total			\$315,322,256

Source: YMPO LRTP, Yuma TMP

Figure 14. Years 1 to 5 Recommendations



Source: YMPO LRTP, Yuma TMP

Years 6 to 10

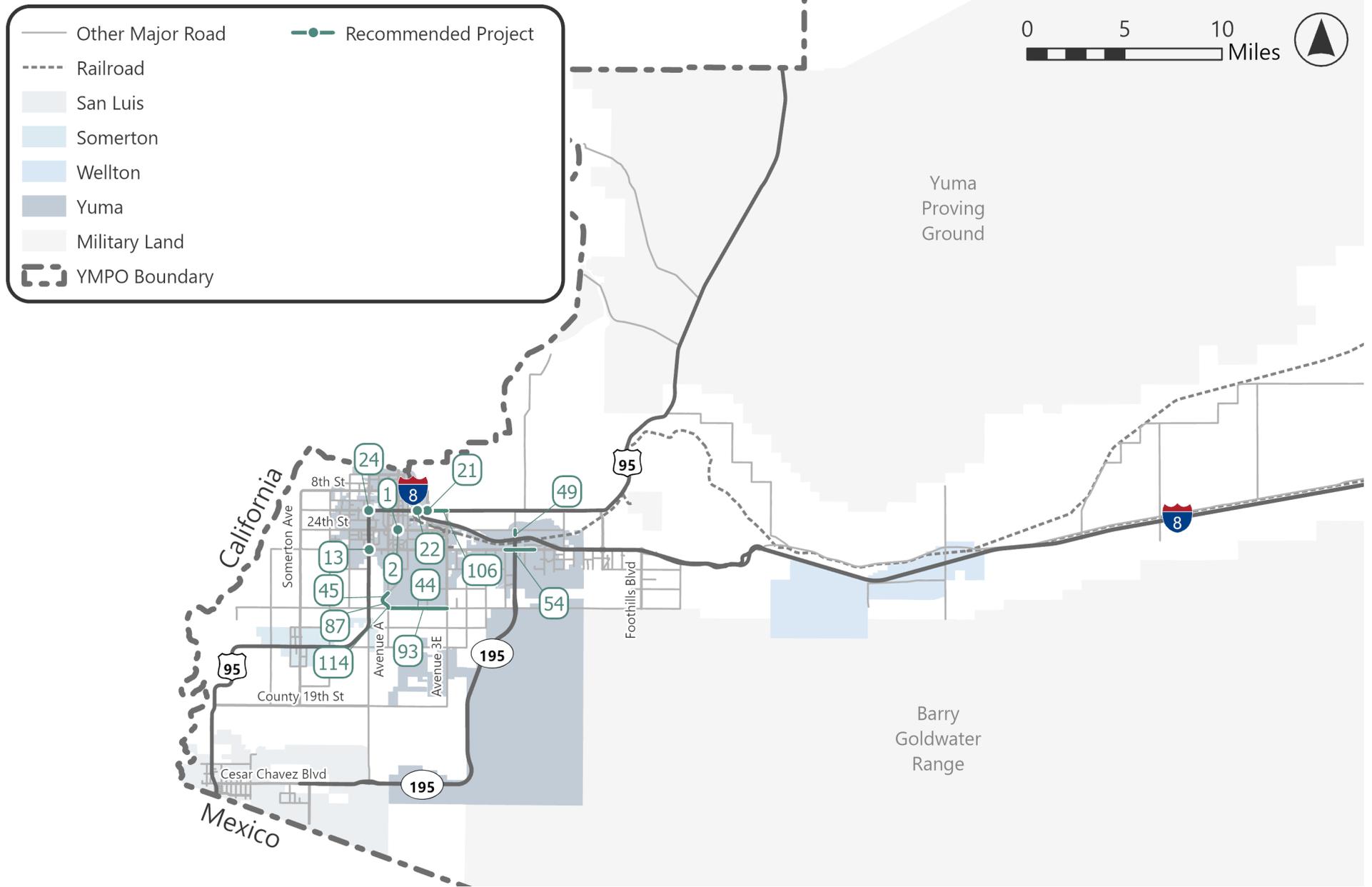
Recommendations for Years 6 to 10 (2031-2035) are shown in **Table 8** and **Figure 15**.

Table 8. Years 6 to 10 Recommendations

ID	Name	Lead Agency	Cost
1	Bus Pullout NB for Yellow Route (95)	City of Yuma	\$160,000
2	Bus Pullout SB for Yellow Route (95)	City of Yuma	\$160,000
13	Bus Pullout EB for Purple Route (6A) and Yellow Route (95)	City of Yuma	\$160,000
21	16th St and Pacific Ave Turn Lane	City of Yuma	\$530,000
22	16th St and I-8 WB Ramp Turn Lane	ADOT	\$530,000
24	16th St and Ave B Intersection Safety	City of Yuma	\$1,060,000
44	Co 14th St Pathway	City of Yuma	<i>Cost included in Project 93</i>
45	Airport Loop/4th Ave Pathway	City of Yuma	<i>Cost included in Project 87</i>
49	Araby Rd Pathway	City of Yuma	\$550,000
54	32nd St Pathway Phase II	City of Yuma	\$5,500,000
87	Airport Loop/4th Ave Widening	City of Yuma	\$9,580,000
93	Co 14th St Widening	City of Yuma	\$27,970,000
106	16th St Safety Improvements	Yuma County	\$50,000
114	Airport Loop and 4th Ave Widening	City of Yuma	\$9,580,000
Total			\$55,830,000

Source: YMPO LRTP, Yuma TMP

Figure 15. Years 6 to 10 Recommendations



Source: YMPO LRTP, Yuma TMP

Years 11 to 15

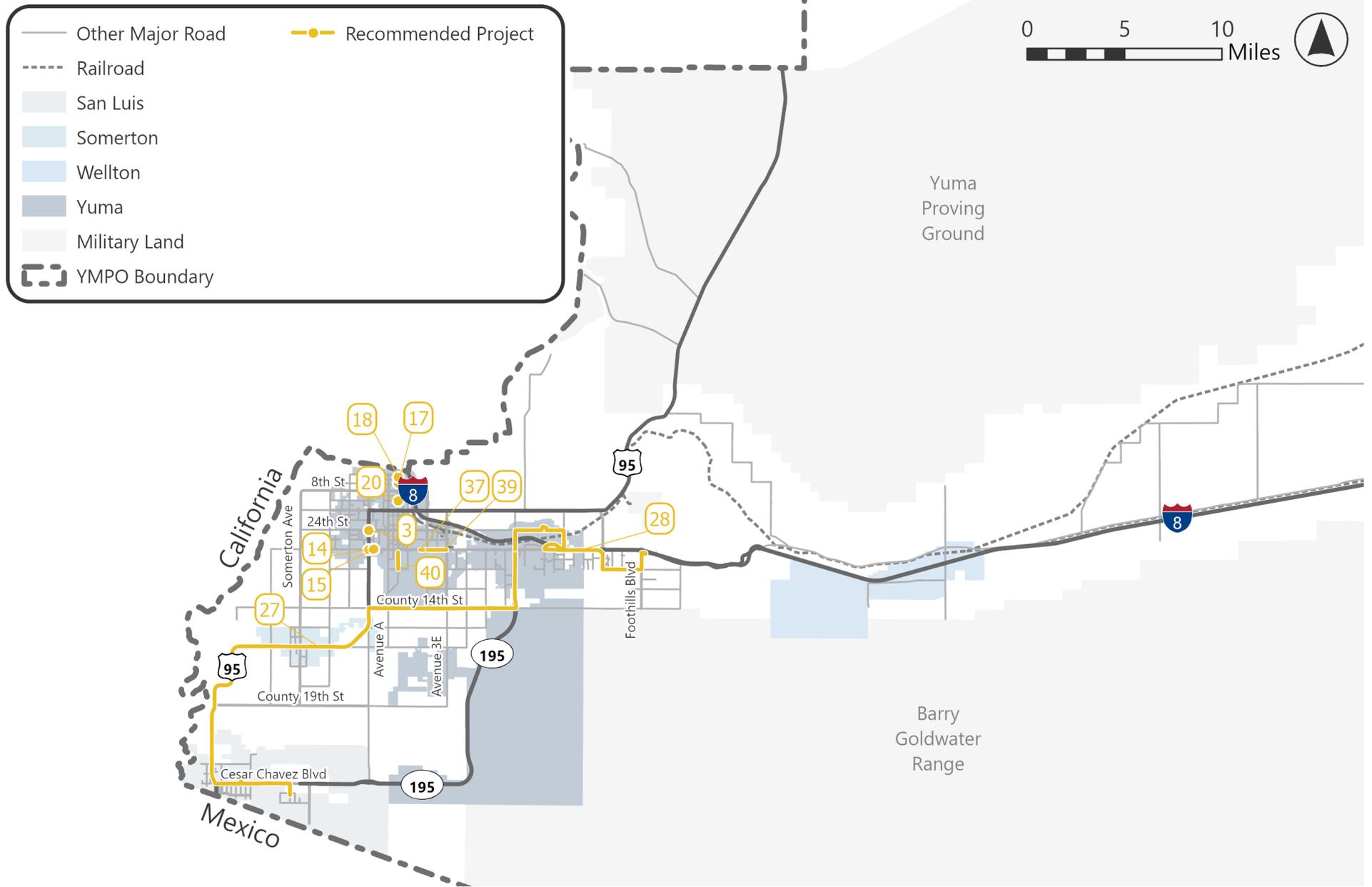
Recommendations for Years 11 to 15 (2036-2040) are shown in **Table 9** and **Figure 16**.

Table 9. Years 11 to 15 Recommendations

ID	Name	Lead Agency	Cost Estimate
3	Bus Pullout NB for Green Route (4), Purple Route (6A), and Yellow Route (95)	City of Yuma	\$160,000
14	Bus Pullout SB for Purple Route (6A) and Yellow Route (95)	City of Yuma	\$160,000
15	Bus Pullout SB for Purple Route (6A) and Silver Route (9)	City of Yuma	\$160,000
17	Crossing, 4th Ave and 4th St – 5th St	City of Yuma	\$550,000
18	Crossing, 4th Ave and Court St	City of Yuma	\$550,000
20	4th Ave and 12th St Crossing	City of Yuma	\$550,000
27	Discontinue Silver Route (9) Service	YCIPTA	N/A
28	Consolidate Orange Route (2) and Brown Route (3)	YCIPTA	No anticipated cost increase
37	32nd St Sidewalks Phase I	City of Yuma	\$340,000
39	32nd St Sidewalks Phase II	City of Yuma	\$1,330,000
40	4th Ave Sidewalks	City of Yuma	\$1,400,000
Total			\$5,200,000

Source: YMPO LRTP, Yuma TMP

Figure 16. Years 11 to 15 Recommendations



Years 16 to 20

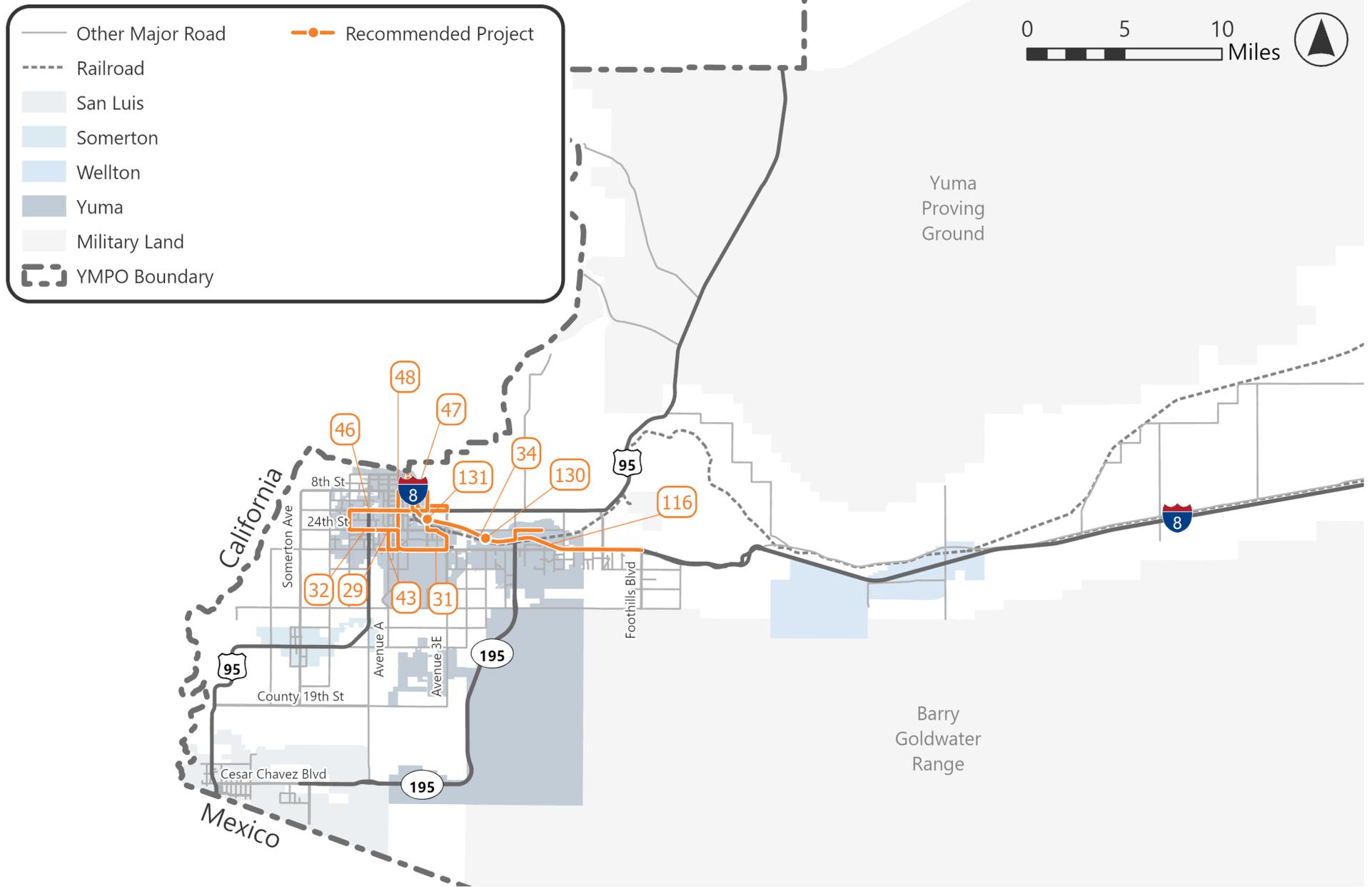
Recommendations for Years 16 to 20 (2041-2045) are shown in **Table 10** and **Figure 17**.

Table 10. Years 16 to 20 Recommendations

ID	Name	Lead Agency	Cost Estimate
29	Reroute Purple Route (6)	YCIPTA	<i>No anticipated cost increase</i>
31	Reroute Orange Route (2)	YCIPTA	<i>No anticipated cost increase</i>
32	Initiate Red Route (7) Service	YCIPTA	\$570,000
34	Initiate Gold Route (2X) Service	YCIPTA	\$90,000
43	32nd St Pathway	City of Yuma	\$1,010,000
46	16th St Pathway Phase I	City of Yuma	\$2,840,000
47	16th St Pathway Phase II	City of Yuma	\$2,750,000
48	16th St Pathway Phase III	City of Yuma	\$570,000
116	I-8 Widening Phase I	ADOT	\$174,550,000
130	Ave 5E/I-8 Traffic Interchange	ADOT	\$68,230,000
131	Pacific Ave/I-8 Traffic Interchange	ADOT	\$18,240,000
Total			\$268,850,000

Source: YMPO LRTP, Yuma TMP

Figure 17. Years 16 to 20 Recommendations



Source: YMPO LRTP, Yuma TMP

Years 21 to 25

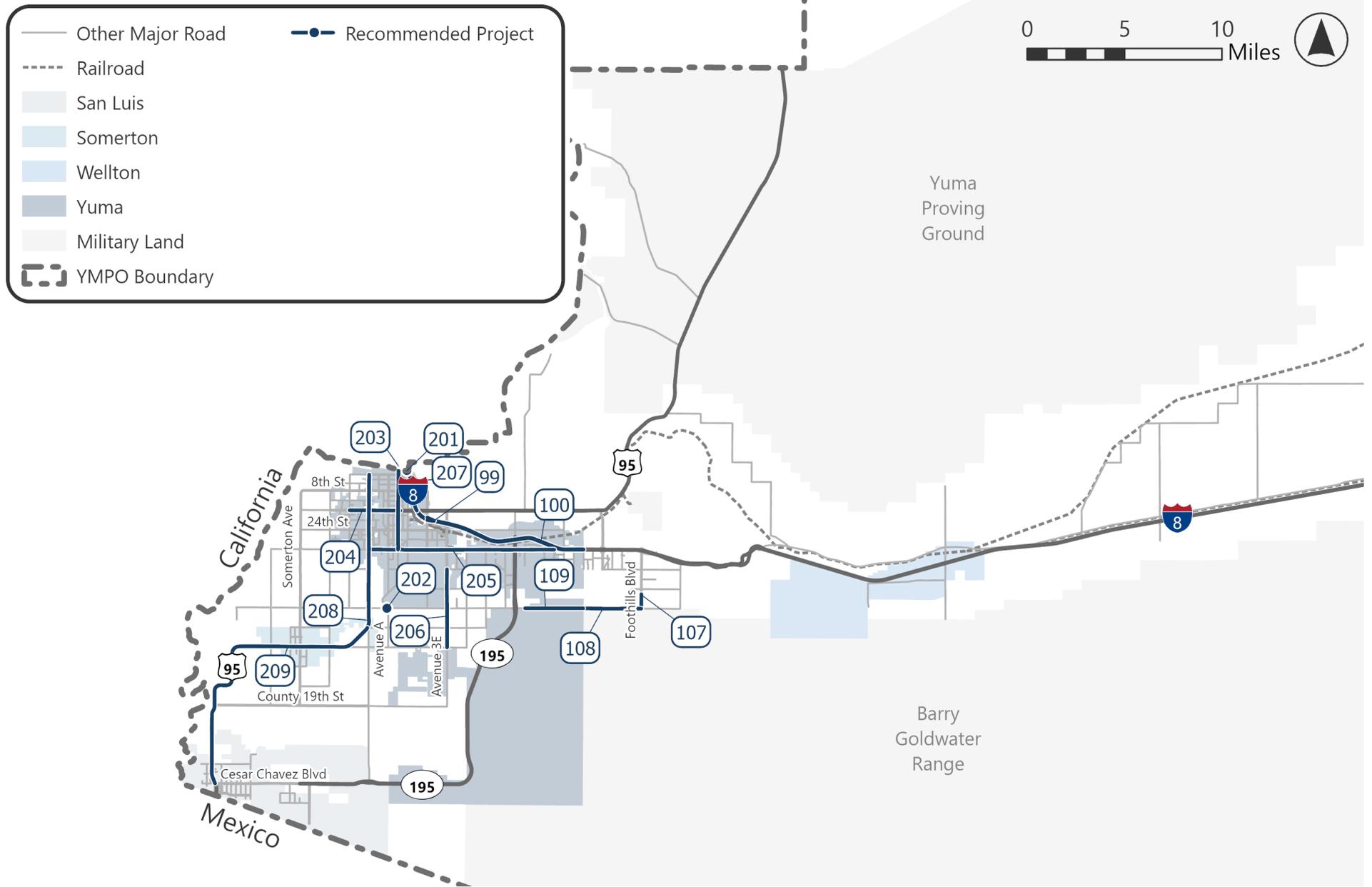
Recommendations for Years 21 to 25 (2046-2050) are shown in **Table 11** and **Figure 18**.

Table 11. Years 21 to 25 Recommendations

ID	Name	Lead Agency	Cost Estimate
99	Pacific Ave Half-Diamond Traffic Interchange	City of Yuma	\$18,240,000
100	I-8 Widening	ADOT	\$129,410,000
107	Foothills Blvd Widening	Yuma County	\$6,000,000
108	Co 14th St Extension Phase I	Yuma County	\$7,800,000
109	Co 14th St Extension Phase II	Yuma County	\$7,800,000
201	Colorado River Bridge Reconstruction	ADOT	\$11,620,000
202	Co 14th St Bridge over Auxiliary Supply Canal	ADOT	\$650,000
203	I-8 Widening from 4th Ave to 16th St	City of Yuma	\$10,560,000
204	Widen 16th St	City of Yuma	\$35,200,000
205	Widen 32nd St	City of Yuma	\$7,744,000
206	Widen Ave 3E	City of Yuma	\$21,120,000
207	Widen 4th Ave	City of Yuma	\$29,568,000
208	Widen US 95 Phase I	ADOT	\$54,912,000
209	Widen US 95 Phase II	ADOT	\$104,896,000
212	Pathway, 40th Street from Avenue A to Arizona Avenue	City of Yuma	\$2,210,000
Total			\$447,730,000

Source: YMPO LRTP, Yuma TMP

Figure 18. Years 21 to 25 Recommendations



Source: YMPO LRTP, Yuma TMP

04

Potential Funding Resources

Potential Funding Resources

According to the YMPO LRTP, funding for transportation in the Yuma region comes from a variety of sources, including local, regional, state, and federal funding sources.

Local Funding

- **General Funds.** The general fund is typically funded by a jurisdiction's property taxes, sales tax, and permit fees. Although it serves as a jurisdiction's primary operating fund, it has historically not been used for transportation improvements.
- **Bonds.** Many jurisdictions, including the City of Yuma, utilize funding from the sale of bonds to finance capital projects for transportation improvements.
- **City Road Tax.** The City of Yuma has a one-half percent sales tax used primarily for maintenance and construction of City of Yuma roads. These funds may be used for projects along the RORS network that fall within the City of Yuma's jurisdiction. Other YMPO member agencies could consider a similar local tax to fund transportation maintenance and improvements.
- **Development Fees.** Many jurisdictions, including the City of Yuma, utilize development impact fees to offset the transportation cost of providing new developments with access to the region's transportation network. Other YMPO member agencies could consider a similar program to have growth pay for its resulting direct impacts.
- **Public-Private Partnerships.** Public-private partnerships are cooperative arrangements between government agencies and private-sector companies to finance, build, and operate projects that serve the public. These partnerships leverage the strengths and resources of both sectors to deliver services or infrastructure, including transportation projects.

Regional Funding

- **Regional Sales Tax.** Yuma County does not currently have a regional sales tax for transportation, but it may be put before voters for approval in the future. Similar taxes are already leveraged by other regions in Arizona, including Maricopa, Pima, and Pinal counties.
- **Transportation Improvement Program (TIP).** The TIP serves as the short-term implementation tool for the LRTP, scheduling federally funded transportation projects over a 5-year period. Projects included in the TIP must align with the LRTP's goals and are chosen based on regional priorities, funding availability, and project readiness. The TIP is updated every 2 years and is approved by the Executive Board. Federal funds received by YMPO or other federal funds obtained by local agencies within Yuma County must be included in the TIP and is the primary funding mechanism for projects identified in the LRTP and, subsequently, by the RORS Study.

State Funding

- **State Gas Tax.** The Highway User Revenue Fund (HURF) is a state gas tax in Arizona which is distributed to cities and counties, including Yuma County and the other YMPO member agencies, based on population.
- **State Vehicle License Tax.** Arizona collects vehicle registration fees, which are distributed to cities and counties in a manner similar to HURF distributions.
- **AZ State Match Advantage for Rural Transportation (AZ SMART) fund.** The AZ SMART Fund helps cities, towns, and counties compete for federal discretionary surface transportation grants. Applicants can request AZ SMART Funds for eligible uses, such as advancing project design, consultant assistance in applying for a federal grant, or providing a local non-federal match for a federal grant.

Federal Funding

Infrastructure Investment and Jobs Act (IIJA)

The IIJA is the current federal transportation funding authorization and was enacted in November 2021. It allocates \$1.2 trillion to improve transportation networks, including roads, bridges, and transportation systems. The IIJA will sunset in September of 2026. A new funding authorization will be enacted by the U.S. Congress at some point in the future that could change formula funding levels and reconfigure competitive grant programs.

Congressionally Directed Spending

Congressionally directed spending, also known as earmarking, refers to the allocation of funds by the U.S. Congress for specific projects or programs within federal agencies. These allocations are often included in appropriations bills and are designated to address specific needs or interests in congressional members' districts or states.

Surface Transportation Block Grant (STBG) Funds

STBG is a flexible federal funding program financed by the federal gas tax (Highway Trust Fund), supporting a wide range of transportation capital needs such as roads, transit, airport access, vanpool, and bicycle and pedestrian facilities. Additionally, STBG funds can be exchanged for Arizona HURF funds to circumvent federal regulations and lower costs, provided certain conditions are fulfilled.

Local Match: 5.7%

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

The BUILD grant program provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow jurisdictions, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multimodal and multi-jurisdictional projects that are more difficult to fund through other grant programs. Applicants seeking capital grants for projects located in rural areas are required to request a minimum of \$1 million in BUILD funding. There is no minimum funding requirement for applicants submitting planning grant applications.

Local Match: 20%

Highway Safety Improvement Program (HSIP)

The HSIP was established to decrease the frequency and severity of motor vehicle collisions in Arizona. Funding from this program may be allocated to roadway segments and intersections for targeted and systemic safety enhancements designed to improve overall road safety.

Local Match: 5.7%

Transportation Alternatives (TA) Program

The TA program falls under the Bipartisan Infrastructure Law (BIL)'s STBG Program. The TA funds smaller-scale transportation projects focusing on mobility and safety. The program prioritizes active transportation infrastructure improvements, programs like Safe Routes to School, and environmental mitigation.

Local Match: 5.7%

Infrastructure for Rebuilding America (INFRA) Grant Program

The INFRA Grant is also known as the Nationally Significant Multimodal Freight & Highway Projects Program. A subset of Multimodal Project Discretionary Grant (MPDG), INFRA awards competitive grants for multimodal, freight, and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. The minimum grant size is \$5 million for small projects (total project cost of under \$100 million) and \$25 million for large projects.

Local Match: 17.21%

05

Environmental and Right-of-Way Impacts

Environmental and Right-of-Way Impacts

To identify potential risks and future study needed to implement recommendations, a high-level environmental and ROW review was completed for short-term recommendations.

Environmental Review

A high-level environmental review of the short-term recommendations was conducted to identify potential further environmental study needs and risks. Environmental resources and risks were categorized into the following:

- **Resources with Likely Impacts.** Environmental resources and datasets that were reviewed and potential impacts have been identified due to the proximity or scope of the short-term recommendations.
- **Resources with No Likely Impacts.** Environmental resources and datasets that were reviewed and no potential impacts are anticipated due to the proximity or scope of the short-term recommendations.
- **Resources that Will Require Additional Study.** Many environmental resources will require additional investigation to determine whether there are potential risks.

Resources with Likely Impacts



The review of the water quality that could impact recommendations examined the following three different datasets and areas:

- Wetland and Riparian Areas
- Section 404/401 of the Clean Water Act
- Floodplain Encroachment

Several short-term recommendations impact mapped wetlands, including riverine, freshwater forested/shrub, and emergent types, as well as intermittent and perennial streams. Some also fall within Special Flood Hazard Areas (SFHAs). **Figure 19** and the list below identify recommendations with potential water quality risks.

- **ID 53.** 32nd St Pathway Phase I
- **ID 102.** US 95 Safety Improvements
- **ID 110.** US 95 Widening
- **ID 117.** US 95 Widening Phase II
- **ID 213.** 40th St Widening Phase I
- **ID 215.** 40th St Widening Phase II
- **ID 219.** 40th St Pathway Phase I
- **ID 220.** 40th St Pathway Phase II
- **ID 222.** 40th St Pathway Phase IV



Historic Districts and Structures

Several short-term recommendations are located on or adjacent to US 95 (San Luis to Yuma to Quartzsite Highway). This road is designated as a historic route and potential impacts to this route should be evaluated during final design of the following projects:

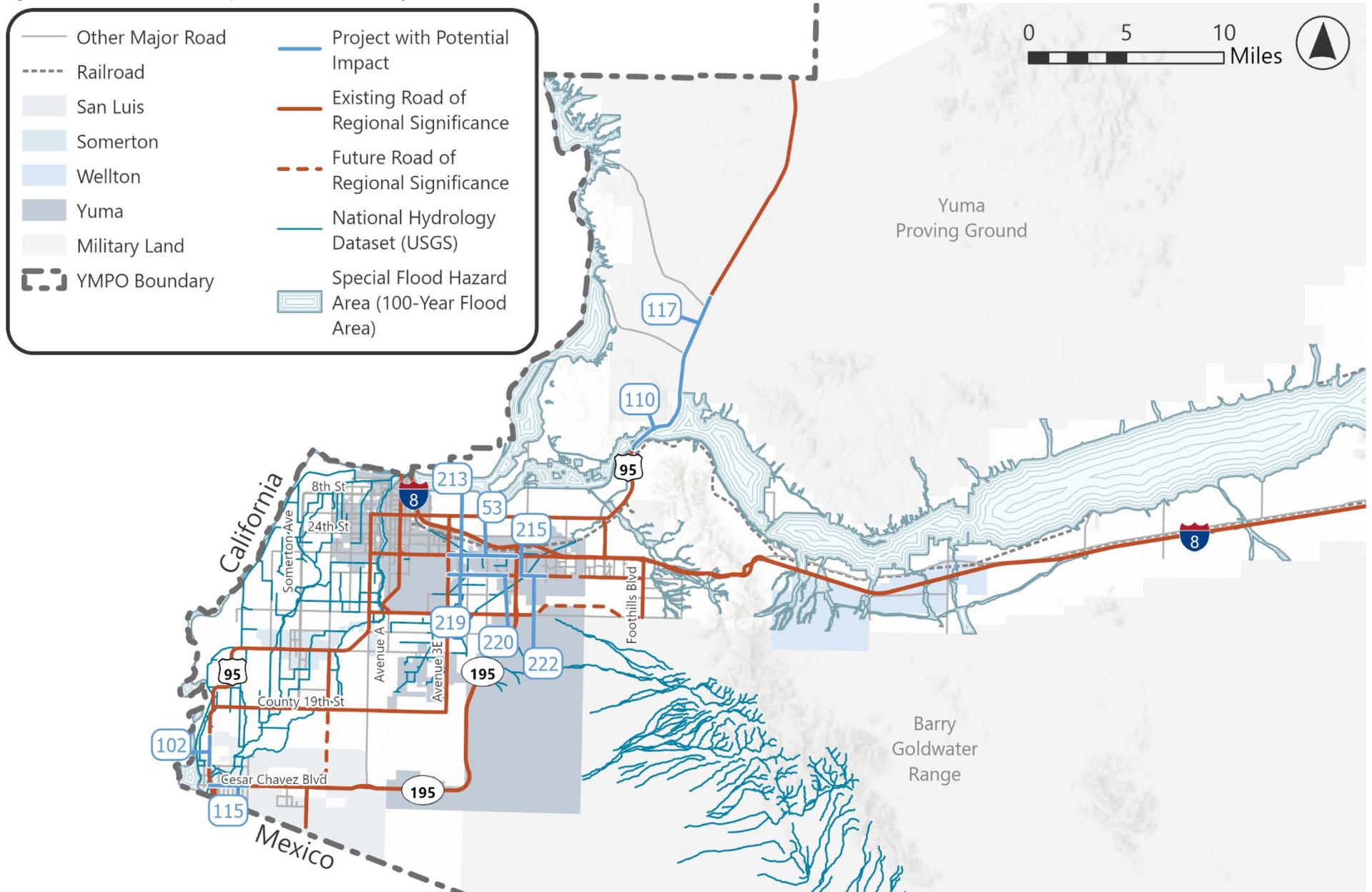
- **ID 102.** US 95 Safety Improvements
- **ID 105.** US 95 Safety Improvements Phase II
- **ID 110.** US 95 Widening
- **ID 112.** 16th St Widening
- **ID 117.** US 95 Widening II

Resources with No Likely Impacts

Potential impacts to the following resources were reviewed, but no impacts are anticipated because they are not present near any short-term recommended projects or would not be applicable based on the anticipated scope of work:

- **Scenic Roads.** There are no short-term recommendations located on scenic roads.
- **Sole Source Aquifer.** None of the short-term recommendations are located within a Sole Source Aquifer area.
- **Visual Analysis.** Impacts are not anticipated but should be evaluated based on the recommendation-specific scope of work during final design.
- **Hazardous Materials.** Based on the review of the Arizona Department of Environmental Quality (ADEQ) eMaps website, one leaking underground storage tank (LUST) case with defined groundwater contamination with ongoing remediation is located adjacent to **ID 119** US 95 Pavement Maintenance. As this recommendation is a standard maintenance project, no impacts are anticipated.

Figure 19. Potential Floodplain and Waterways Conflicts



Source: FEMA, USGS

Resources that Will Require Additional Study

There are additional environmental resources that will require further investigation to determine whether there are potential risks. Resources requiring additional study for each recommendation during the implementation process include:

- **Biological Resources.** Future studies anticipated for the determination of impacts to biological resources may include Biological Evaluation Short Form (BESF), Biological Evaluation (BE), Biological Resources Memorandum, and potential consultation for federally listed species. The type of future study would be based on project-specific scope of work and biological resources present in that study area. Mitigation measures would be presented in the findings of the study.
- **Cultural Resources.** It is recommended that a comprehensive Class I records review be completed before any major ground-disturbing activities. Findings from the Class I review should then guide whether additional work, such as a Class III survey, is needed to adequately address cultural resources.
- **Section 4(f).** If short-term recommendations use federal funding for implementation, they will be subject to Section 4(f) of the USDOT Act of 1966 (49 U.S.C. 303). Based on a preliminary review, no parks, wildlife, or waterfowl refuges protected Section 4(f) properties are within the study area. Potential impacts to Section 4(f) resources should be analyzed during final design.
- **Section 6(f).** The Land and Water Conservation Fund (LWCF) Act of 1965 (16 U.S.C. 4601-4 et seq.) applies to all transportation projects and proposes to use land from a Section 6(f) property. San Luis Town Park and Friendship Park are adjacent to **115** Cesar Chavez Blvd Widening Phase II, and received LWCF funding in 1988 and 1971, respectively; therefore, they are considered potentially protected Section 6(f) properties. Potential impacts to these resources should be analyzed during final design.
- **Socioeconomic Impacts.** Population, employment, housing conditions, and demographics are socioeconomic parameters that should be analyzed during the environmental clearance process for the short-term recommended projects.
- **Noise.** The potential for noise analysis should be evaluated during the environmental clearance process based on project-specific scope of work.
- **Air Quality.** The urbanized area is located within a nonattainment area for particulate matter (PM)₁₀ and ozone (O₃). Air quality impacts should be evaluated during the environmental clearance process based on project specific scope of work.
- **Public/Agency Scoping.** Public/agency scoping will be completed during the environmental clearance process of the short-term recommended projects in the form of scoping letters.

Right-of-Way Impacts

Short-term recommendations were assessed for potential ROW impacts that may require the purchase of additional right-of-way during the implementation process. **Table 12** and **Figure 20** show short-term recommendations with potential right-of-way impacts.

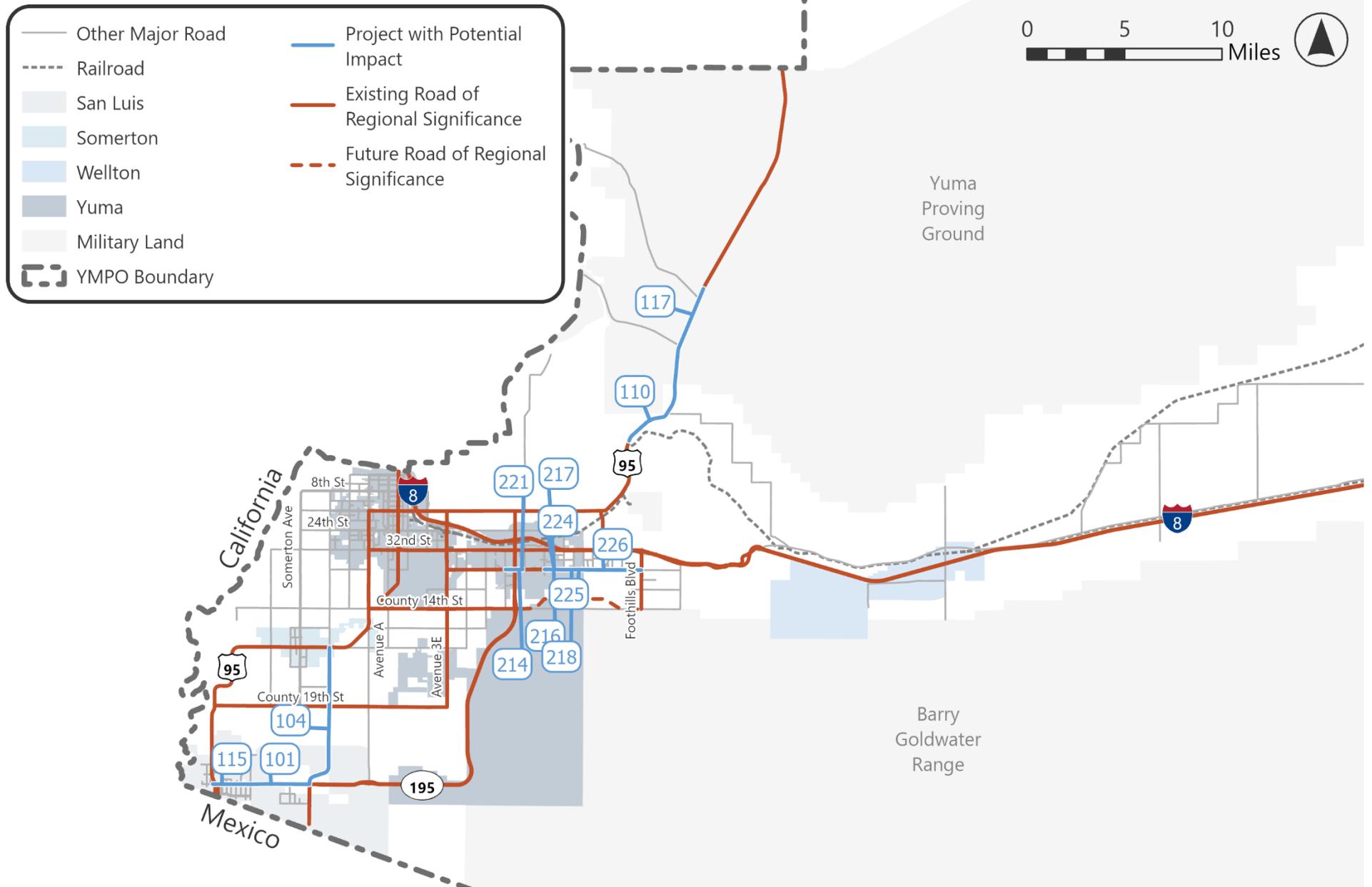
Table 12. Short-Term Recommendations with ROW Impacts

ID	Name	Potential ROW Impact
101	Cesar Chavez Blvd Widening Phase I*	Parcels owned by the State of Arizona and the Bureau of Land Management (BLM)
104	Ave E/Ave D Extension	Parcels owned by the State of Arizona and the BLM
110	US 95 Widening	Parcels owned by the United States Army
115	Cesar Chavez Blvd Widening Phase II*	Parcels owned by the State of Arizona and the BLM
117	US 95 Widening II	Parcels owned by the United States Army
214	New Roadway on 40th St Section I	Parcels owned by the City of Yuma
216	New Roadway on 40th St Section II	Parcels owned by the State of Arizona
217	40th St Widening Phase III	Parcels owned by the State of Arizona
218	New Roadway on 40th St Section III	Parcels owned by the State of Arizona
221	40th St Pathway Phase III	Parcels owned by the City of Yuma
223	40th St Pathway Phase V	Parcels owned by the State of Arizona
224	40th St Pathway Phase VI	Parcels owned by the State of Arizona
225	40th St Pathway Phase VII	Parcels owned by the State of Arizona
226	40th St Improvements	Parcels owned by the State of Arizona

**All needed ROW has been purchased*

Source: YMPO

Figure 20. Potential Right-of-Way Conflicts



Source: YMPO

Potential Impacts and Mitigation Strategies

Table 13 shows short-term recommendations on the RORS network and their anticipated environmental or ROW impacts. Recommendations are organized by the following:



No known impacts



One known conflict



Two or more known conflicts

Table 13. Recommendations with Identified Environmental or ROW Impacts

ID	Name	Wetland/ Riparian	Section 404/401	Floodplain	Historic Route	ROW
4	Bus Pullout WB for Green Route (4) and Purple Route (6A)					
12	4th Ave and 24th St Corridors Bus Shelters/Amenities					
16	40th St Grade Separation with Four Lanes at SR 195					
19	32nd St/East Main Canal Crossing					
23	Ave 3E and I-8 EB Ramp Turn Lane					
25	32nd St and Arizona Ave Turn Lane					
36	4th Ave/32nd St Sidewalks					
41	16th St Sidewalks					
53	32nd St Pathway Phase I	✓	✓	✓		
101	Cesar Chavez BI Widening Phase I					
102	US 95 Safety Improvements	✓	✓		✓	
103	US 95 Safety Study					
104	Ave E/Ave D Extension					✓
105	US 95 Safety Improve Phase II				✓	
110	US 95 Widening	✓	✓	✓	✓	✓
112	16th St Widening				✓	
115	Cesar Chavez BI Widening Phase II					
117	US 95 Widening Phase II	✓	✓		✓	✓
118	I-8 Pavement Maintenance					
119	US 95 Pavement Maintenance					
120	Ave E/Co 24th St					
122	Wm. Brooks Ave/Urtuzuastegui St					
124	SR 195/Ave B					
125	US 95/Co 15th St					
126	US 95/Ave C Safety Improvements					

ID	Name	Wetland/ Riparian	Section 404/401	Floodplain	Historic Route	ROW
133	Ave E/San Luis Ln Traffic Signal					
134	Archibald St/Urtuzuastegui St					
155	Co 14th St/Ave 4E					
156	Ave C/12th St and S Frontage Rd/Ave 10E					
211	32nd St and Ave 8E Turn Lane					
213	40th St Widening Phase I	✓	✓	✓		
214	New Roadway on 40th St Phase I					✓
215	40th St Widening Phase II			✓		
216	New Roadway on 40th St Phase II					✓
217	40th St Widening Phase III					✓
218	New Roadway on 40th St Phase III					✓
219	40th St Pathway Phase I	✓	✓	✓		
220	40th St Pathway Phase II	✓	✓			
221	40th St Pathway Phase III					✓
222	40th St Pathway Phase IV	✓	✓	✓		
223	40th St Pathway Phase V					✓
224	40th St Pathway Phase VI					✓
225	40th St Pathway Phase VII					✓
226	40th St Improvements					✓

Source: FEMA, USGS, YMPO

06

Implementation Plan

Implementation Plan

The implementation plan provides a roadmap for advancing short-term recommendations by outlining short-term funding opportunities, mitigation strategies to address potential challenges, and a structured process to move recommendations to construction. Together, these resources will guide YMPO and its member agencies to align resources, reduce risk, and maintain momentum as recommendations transition towards implementation.

Short-Term Recommendation Funding Options

Short-term recommendations on the RORS network will likely be funded through a mix of local, regional, state, and federal funds. **Table 14** matches short-term recommendations with potential grant opportunities for which they may be eligible and/or well suited. Many of these funding programs are competitive, meaning jurisdictions will need to apply for these funds on a project-by-project basis and will be competing with other jurisdictions' projects from around the state or country.

Table 14. Potential Funding Sources for Short-Term Recommendations

ID	Name	Cost	STBG	BUILD	HSIP	TA	INFRA
4	Bus Pullout WB for Green Route (4) and Purple Route (6A)	\$160,000	✓				
12	4th Ave and 24th St Corridors Bus Shelters/Amenities	\$980,000	✓				
16	Grade Separation with Four Lanes at SR 195	\$15,920,000		✓			✓
19	32nd St and East Main Canal Crossing	\$550,000			✓		
23	Ave 3E and I-8 EB Ramp Turn Lane	\$530,000					
25	32nd St and Arizona Ave Turn Lane	\$860,000					
36	4th Ave/32nd St Sidewalks	\$300,000	✓		✓	✓	
41	16th St Sidewalks	<i>Cost included in Project 112</i>	✓		✓	✓	
53	32nd St Pathway Phase I	\$4,480,000	✓		✓	✓	
101	Cesar Chavez Blvd Widening Phase I	\$31,000,000		✓			✓
102	US 95 Safety Improvements	\$2,261,450		✓	✓		
103	US 95 Safety Study	\$45,000				✓	
104	Ave E/Ave D Extension	\$28,600,000		✓			✓
105	US 95 Safety Improvements Phase II	\$1,300,000		✓	✓		
110	US 95 Widening	\$42,944,000		✓			✓
112	16th St Widening	\$2,900,000		✓			
115	Cesar Chavez Blvd Widening Phase II	\$41,000,000		✓			✓
117	US 95 Widening II	\$22,528,000		✓			✓

ID	Name	Cost	STBG	BUILD	HSIP	TA	INFRA
118	I-8 Pavement Maintenance	\$21,680,750					✓
119	US 95 Pavement Maintenance	\$3,305,000					
120	Ave E/Co 24th St	\$1,800,000		✓			
122	William Brooks Ave/Urtuzuastegui St	\$400,000					
124	SR 195/Ave B	\$1,500,000		✓			
125	US 95/Co 15th St	\$120,000					
126	US 95/Ave C Safety Improvements	\$1,900,000		✓	✓		
133	Ave E/San Luis Ln Traffic Signal	\$900,000			✓		
134	Archibald St/Urtuzuastegui St	\$400,000					
155	Co 14th St/Ave 4E	\$1,000,000		✓			
156	Ave C/12th St & S Frontage Rd/Ave 10E	\$250,000					
211	32nd St and Ave 8E Turn Lane	\$530,000					
213	40th St Widening Phase I	\$9,270,000	✓	✓		✓	✓
214	New Roadway on 40th St Section I	\$8,900,000	✓	✓		✓	✓
215	40th St Widening Phase II	\$11,650,000	✓	✓		✓	✓
216	New Roadway on 40th St Section II	\$9,040,000	✓	✓		✓	✓
217	40th St Widening Phase III	\$2,630,000	✓	✓		✓	
218	New Roadway on 40th St Section III	\$21,960,000	✓	✓		✓	✓
219	40th St Pathway Phase I	<i>Cost included in Project 213</i>	✓		✓	✓	✓
220	40th St Pathway Phase II	\$5,450,000	✓		✓	✓	✓
221	40th St Pathway Phase III	<i>Cost included in Project 214</i>	✓		✓	✓	✓
222	40th St Pathway Phase IV	<i>Cost included in Project 215</i>	✓		✓	✓	✓
223	40th St Pathway Phase V	<i>Cost included in Project 216</i>	✓		✓	✓	✓
224	40th St Pathway Phase VI	<i>Cost included in Project 217</i>	✓		✓	✓	
225	40th St Pathway Phase VII	<i>Cost included in Project 218</i>	✓		✓	✓	
226	40th Street Improvements	\$17,778,000		✓	✓		✓

Source: USDOT, ADOT

Short-Term Recommendation Mitigation Strategies

Short-term recommendations with potential environmental and ROW impacts were aligned with mitigation strategies that can be leveraged during the implementation process. **Table 15** shows potential mitigation strategies and the applicable short-term recommendations.

Table 15. Mitigation Strategies

Mitigation Strategy	Applicable Project
Incorporate measures, such as swales or rain gardens, to slow runoff and filter pollution	
<ul style="list-style-type: none"> 53. 32nd Street Pathway Phase 1 102. US 95 Safety Improvement 110. US 95 Widening 117. US 95 Widening II 	<ul style="list-style-type: none"> 213. 40th Street Widening Phase I 215. 40th Street Widening Phase II 219. 40th Street Pathway Phase I 220. 40th Street Pathway Phase II 222. 40th Street Pathway Phase IV
Begin process to purchase the needed ROW at the beginning of the design phase to mitigate schedule impacts	
<ul style="list-style-type: none"> 101. Cesar Chavez Boulevard Widening Phase I 104. Avenue E/Avenue D Extension 110. US 95 Widening 115. Cesar Chavez Boulevard Widening Phase II 117. US 95 Widening II 214. New Roadway on 40th Street Phase I 216. New Roadway on 40th Street Phase II 	<ul style="list-style-type: none"> 217. 40th Street Widening Phase III 218. New Roadway on 40th Street Section III 221. 40th Street Pathway Phase III 223. 40th Street Pathway Phase V 224. 40th Street Pathway Phase VI 225. 40th Street Pathway Phase VII 226. 40th Street Improvements
Ensure improvements do not alter the character-defining features of the historic route	
<ul style="list-style-type: none"> 102. US 95 Safety Improvements 105. US 95 Safety Improvement Phase II 110. US 95 Widening 	<ul style="list-style-type: none"> 112. 16th Street Widening 115. Cesar Chavez Boulevard Widening Phase II 117. US 95 Widening II

Source: YMPO

Implementation Steps

There are several steps between identifying a short-term recommendation and its implementation. For most recommendations, additional study is needed to even develop an accurate cost estimate to apply for grant funding. The implementation process is shown in **Figure 21**. The next implementation step for each short-term recommendation is shown in **Table 16**. Short-term recommendations with potential environmental and ROW impacts are highlighted in orange.

Figure 21. Short-Term Project Implementation Process



- **Scoping Study.** Most projects will require a standalone scoping study to collect additional data, identify potential fatal flaws, mitigate potential issues, and develop a more detailed cost estimate.
- **Preliminary Design.** After confirming a project’s scope, high-level design activities are typically conducted to further refine elements that are included or excluded from a project, further refine the cost estimate, and design mitigations for potential issues such as ROW constraints, environmental hazards, or conflicts between modes of travel.
- **Final Design.** The final design process takes a project from conceptual design to construction-ready plans or a final implementation plan. This is the step where all potential project risks need to be addressed, and a final cost estimate is developed to program funds for construction.
- **Approvals.** Depending on the type of project, approvals may be required from local, regional, state, and federal agencies. These approvals can also cover a wide range of topics, including environmental approvals, funding approvals, ROW purchases, and planning and zoning approvals.

- **Construction.** This phase is when implementation finally occurs, with new facilities being built, new infrastructure added, or new services added. During this phase, ongoing disruption mitigation will be performed as needed to minimize the impact on surrounding land uses.
- **Operations.** This phase includes ongoing evaluation, maintenance, modernization, and service operations as needed depending on the project type.
- **Grant Funding.** There are several points where the owner agency could apply for grant funding to move to the next step in the project implementation process. After completing a scoping study, the agency may apply for funding to do preliminary design to address major issues and constraints as well as get a more accurate cost estimate. After preliminary design, the agency may apply for funds to take the project through the final design and approvals process, which is typically 10% to 15% of the overall construction cost of a project. Finally, after final design and approvals, the agency may apply for implementation funding to construct the project. Some grants may cover multiple steps in the implementation process.
- **Public and Collaborator Engagement.** Each of the steps from the scoping study through construction have opportunities for further public and collaborator engagement. These engagement opportunities have the potential to substantially change the design, focus, or size of infrastructure projects.

Table 16. Short-Term Recommendation Implementation Steps

ID	Name	Agency	Cost	Next Implementation Step
4	Bus Pullout WB for Green Route (4) and Purple Route (6A)	City of Yuma	\$160,000	Preliminary Design
12	4th Ave and 24th St Corridors Bus Shelters/Amenities	YCIPTA	\$980,000	Preliminary Design
16	Grade Separation with Four Lanes at SR 195	City of Yuma	\$15,920,000	Scoping Study
19	32nd St and East Main Canal Crossing	City of Yuma	\$550,000	Construction
23	Ave 3E and I-8 EB Ramp Turn Lane	ADOT	\$530,000	Scoping Study
25	32nd St and Arizona Ave Turn Lane	City of Yuma	\$860,000	Preliminary Design
36	4th Ave/32nd St Sidewalks	City of Yuma	\$300,000	Preliminary Design
41	16th St Sidewalks	City of Yuma	<i>Cost included in Project 112</i>	Preliminary Design
53	32nd St Pathway Phase I	City of Yuma	\$4,480,000	Preliminary Design
101	Cesar Chavez Blvd Widening Phase I	Yuma County	\$31,000,000	Final Design
102	US 95 Safety Improvements	City of San Luis	\$2,261,450	Preliminary Design
103	US 95 Safety Study	City of San Luis	\$45,000	Scoping Study
104	Ave E/Ave D Extension	Yuma County	\$28,600,000	Preliminary Design
105	US 95 Safety Improvements Phase II	City of Somerton	\$1,300,000	Scoping Study
110	US 95 Widening	ADOT	\$42,944,000	Final Design
112	16th St Widening	City of Yuma	\$2,900,000	Preliminary Design

ID	Name	Agency	Cost	Next Implementation Step
115	Cesar Chavez Blvd Widening Phase II	City of San Luis	\$41,000,000	Final Design
117	US 95 Widening II	ADOT	\$22,528,000	Preliminary Design
118	I-8 Pavement Maintenance	ADOT	\$21,680,750	Construction
119	US 95 Pavement Maintenance	Yuma County	\$3,305,000	Construction
120	Ave E/Co 24th St	City of San Luis	\$1,800,000	Scoping Study
122	William Brooks Ave/Urtuzuastegui St	City of San Luis	\$400,000	Scoping Study
124	SR 195/Ave B	City of San Luis	\$1,500,000	Scoping Study
125	US 95/Co 15th St	City of Somerton	\$120,000	Scoping Study
126	US 95/Ave C Safety Improvements	Yuma County	\$1,000,056	Scoping Study
133	Ave E/San Luis Ln Traffic Signal	City of San Luis	\$900,000	Scoping Study
134	Archibald St/Urtuzuastegui St	City of San Luis	\$400,000	Scoping Study
155	Co 14th St/Ave 4E	Yuma County	\$400,000	Preliminary Design
156	Ave C/12th St & S Frontage Rd/Ave 10E	Yuma County	\$250,000	Scoping Study
211	32nd St and Ave 8E Turn Lane	City of Yuma	\$530,000	Preliminary Design
213	40th St Widening Phase I	City of Yuma	\$9,270,000	Scoping Study
214	New Roadway on 40th St Section I	City of Yuma	\$8,900,000	Scoping Study
215	40th St Widening Phase II	City of Yuma	\$11,650,000	Scoping Study
216	New Roadway on 40th St Section II	City of Yuma	\$9,040,000	Scoping Study
217	40th St Widening Phase III	City of Yuma	\$2,630,000	Scoping Study
218	New Roadway on 40th St Section III	City of Yuma	\$21,960,000	Scoping Study
219	40th St Pathway Phase I	City of Yuma	<i>Cost included in Project 213</i>	Preliminary Design
220	40th St Pathway Phase II	City of Yuma	\$5,450,000	Preliminary Design
221	40th St Pathway Phase III	City of Yuma	<i>Cost included in Project 214</i>	Preliminary Design
222	40th St Pathway Phase IV	City of Yuma	<i>Cost included in Project 215</i>	Preliminary Design
223	40th St Pathway Phase V	City of Yuma	<i>Cost included in Project 216</i>	Preliminary Design
224	40th St Pathway Phase VI	City of Yuma	<i>Cost included in Project 217</i>	Preliminary Design
225	40th St Pathway Phase VII	City of Yuma	<i>Cost included in Project 218</i>	Preliminary Design
226	40th Street Improvements	City of Yuma	\$17,778,000	Scoping Study



Appendix



YUMA METROPOLITAN PLANNING ORGANIZATION

Appendix. Planning-Level Cost Estimates

ID	Name	Cost
1	Bus Pullout NB for Yellow Route (95)	\$160,000
2	Bus Pullout SB for Yellow Route (95)	\$160,000
3	Bus Pullout NB for Green Route (4), Purple Route (6A), and Yellow Route (95)	\$160,000
4	Bus Pullout WB for Green Route (4) and Purple Route (6A)	\$160,000
12	4 th Ave and 24 th St Corridors Bus Shelters/Amenities	\$980,000
13	Bus Pullout EB for Purple Route (6A) and Yellow Route (95)	\$160,000
14	Bus Pullout SB for Purple Route (6A) and Yellow Route (95)	\$160,000
15	Bus Pullout SB for Purple Route (6A) and Sliver Route (9)	\$160,000
16	Grade Separation with Four Lanes at SR 195	\$15,920,000
17	Crossing, 4th Ave and 4th St – 5th St	\$550,000
18	Crossing, 4th Ave and Court St	\$550,000
19	32nd St and East Main Canal Crossing	\$550,000
20	4th Ave and 12th St Crossing	\$550,000
21	16th St and Pacific Ave Turn Lane	\$530,000
22	16th St and I-8 WB Ramp Turn Lane	\$530,000
23	Ave 3E and I-8 EB Ramp Turn Lane	\$530,000
24	16th St and Ave B Intersection Safety	\$1,060,000
25	32nd St and Arizona Ave Turn Lane	\$860,000
27	Discontinue Silver Route (9) Service	N/A
28	Consolidate Orange Route (2) and Brown Route (3)	<i>No anticipated cost increase</i>
29	Reroute Purple Route (6)	<i>No anticipated cost increase</i>
31	Reroute Orange Route (2)	<i>No anticipated cost increase</i>
32	Initiate Red Route (7) Service	\$570,000
34	Initiate Gold Route (2X) Service	\$90,000
36	4th Ave/32nd St Sidewalks	\$300,000
37	32nd St Sidewalks Phase I	\$340,000
39	32nd St Sidewalks Phase II	\$1,330,000
40	4th Ave Sidewalks	\$1,400,000
41	16th St Sidewalks	<i>Cost included in Project 112</i>
43	32nd St Pathway	\$1,010,000
44	Co 14th St Pathway	<i>Cost included in Project 93</i>

ID	Name	Cost
45	Airport Loop/4th Ave Pathway	<i>Cost included in Project 87</i>
46	16th St Pathway Phase I	\$2,840,000
47	16th St Pathway Phase II	\$2,750,000
48	16th St Pathway Phase III	\$570,000
49	Araby Rd Pathway	\$550,000
53	32nd St Pathway Phase I	\$4,480,000
54	32nd St Pathway Phase II	\$5,500,000
87	Airport Loop/4th Ave Widening	\$9,580,000
93	Co 14th St Widening	\$27,970,000
99	Pacific Ave Half-Diamond Traffic Interchange	\$18,240,000
100	I-8 Widening	\$129,410,000
101	Cesar Chavez Blvd Widening Phase I	\$31,000,000
102	US 95 Safety Improvements	\$2,261,450
103	US 95 Safety Study	\$45,000
104	Ave E/Ave D Extension	\$28,600,000
105	US 95 Safety Improvements Phase II	\$1,300,000
106	16th St Safety Improvements	\$50,000
107	Foothills Blvd Widening	\$6,000,000
108	Co 14th St Extension Phase I	\$7,800,000
109	Co 14th St Extension Phase II	\$7,800,000
110	US 95 Widening	\$42,944,000
112	16th St Widening	\$2,900,000
114	Airport Loop and 4th Ave Widening	\$9,580,000
115	Cesar Chavez Blvd Widening Phase II	\$41,000,000
116	I-8 Widening Phase I	\$174,550,000
117	US 95 Widening Phase II	\$22,528,000
118	I-8 Pavement Maintenance	\$21,680,750
119	US 95 Pavement Maintenance	\$3,305,000
120	Ave E/Co 24th St	\$1,800,000
122	William Brooks Ave/Urtuzuastegui St	\$400,000
124	SR 195/Ave B	\$1,500,000
125	US 95/Co 15th St	\$120,000
126	US 95/Ave C Safety Improvements	\$1,000,056
130	Ave 5E/I-8 Traffic Interchange	\$68,230,000

ID	Name	Cost
131	Pacific Ave/I-8 Traffic Interchange	\$18,240,000
133	Ave E/San Luis Ln Traffic Signal	\$900,000
134	Archibald St/Urtuzuastegui St	\$400,000
155	Co 14th St/Ave 4E	\$400,000
156	Ave C/12th St & S Frontage Rd/Ave 10E	\$250,000
201	Colorado River Bridge Reconstruction	\$11,620,000
202	Co 14th St Bridge over Auxiliary Supply Canal	\$650,000
203	I-8 Widening from 4th Ave to 16th St	\$10,560,000
204	Widen 16th St	\$35,200,000
205	Widen 32nd St	\$7,744,000
206	Widen Ave 3E	\$21,120,000
207	Widen 4th Ave	\$29,568,000
208	Widen US 95 Phase I	\$54,912,000
209	Widen US 95 Phase II	\$104,496,000
211	32nd St and Ave 8E Turn Lane	\$530,000
213	40th St Widening Phase I	\$9,270,000
214	New Roadway on 40th St Section I	\$8,900,000
215	40th St Widening Phase II	\$11,650,000
216	New Roadway on 40th St Section II	\$9,040,000
217	40th St Widening Phase III	\$2,630,000
218	New Roadway on 40th St Section III	\$21,960,000
219	40th St Pathway Phase I	<i>Cost included in Project 213</i>
220	40th St Pathway Phase II	\$5,450,000
221	40th St Pathway Phase III	<i>Cost included in Project 214</i>
222	40th St Pathway Phase IV	<i>Cost included in Project 215</i>
223	40th St Pathway Phase V	<i>Cost included in Project 216</i>
224	40th St Pathway Phase VI	<i>Cost included in Project 217</i>
225	40th St Pathway Phase VII	<i>Cost included in Project 218</i>
226	40th Street Improvements	\$17,778,000

YMPO INFORMATION SUMMARY for Agenda Item 6

YMPO Subcommittee Members and Other Representatives for 2026

DATE: March 26, 2026

SUBJECT: YMPO Subcommittee Members and Other Representatives for CY 2026.

SUMMARY:

YMPO has three subcommittees, one to oversee the annual Audit process, a second to oversee any changes to YMPO By-Laws or YMPO Policies, and a third to evaluate the Executive Director. This item is being brought back to confirm representative appointments that were voted on during the February 26, 2026, meeting. A quick reference has been prepared to facilitate confirmations.

The Audit Subcommittee is required under YMPO By-Laws, consists of three members of the Executive Board, and is chaired by the elected YMPO Secretary/Treasurer. There are no restrictions on which agencies the members need to come from, and there are no stated term limits for members. The key role for the Audit Committee is to review the Annual Audit (also required under YMPO By-Laws) and report to the Executive Board. As stated, the Secretary/Treasurer is the Chair of the Committee, so only two additional members need to be identified.

The By-Laws Subcommittee is not actually called-out in YMPO By-Laws, but such a Subcommittee has been utilized in the past to review proposed changes to the By-Laws and Personnel Policies and Procedures. This has occurred, on an as-needed basis, and a report is provided back to the Executive Board, with recommendations. Due to the limited need for such a Subcommittee, the composition of the By-Laws Committee is decided on a case-by-case, as needed, basis. Regardless, the Board may decide to wait before deciding on candidates.

The Executive Director Evaluation Subcommittee is also not called out in YMPO By-Laws but is referred to as part of the YMPO Policies and Procedures Manual. In particular, Chapter II - Employment Structure and Compensation; Subchapter A - YMPO Staff; Section ii - Performance Reviews, calls for a Subcommittee of three Board Members, from different agencies, one of whom will be the current Chair. This Subcommittee meets with the Executive Director, discusses the Director's performance, and presents a report to the full Executive Board on possible action, including a recommendation for a raise, if appropriate.

In addition to the above Subcommittees, there are two Statewide Boards and/or Councils, the Arizona State Transportation Board (AZSTB) and the Rural Transportation Advisory Council (RTAC). YMPO customarily appoints members (and alternates) to attend these meetings, to represent the region. Although subcommittee members are usually

nominated and then elected, AZSTB and RTAC representatives may also be appointed by the YMPO Chair, although elections may be held, if more than one member is nominated.

The Arizona State Transportation Board (AZSTB): The AZSTB is comprised of appointed officials from six districts around the state. These officials serve six-year terms, are appointed by the Governor, and are confirmed by the State Senate. The AZSTB holds approximately 12-15 meetings annually throughout the State, including two or three study sessions. District 6 comprises La Paz, Mohave, Yavapai, and Yuma Counties, and the current AZSTB District 6 member is Mohave County Manager Sam Elters.

As indicated, the **official** position for District 6 represents four Counties, so YMPO MAY choose to identify a representative, and an alternate, who have expressed an interest in attending some of the AZSTB meetings to specifically lobby the AZSTB on behalf of the Yuma region's needs, **in addition to** Mr. Elters.

The Rural Transportation Advisory Council (RTAC): In the mid-90s, when the Casa Grande Resolves were being developed and implemented (benefitting mainly the substantially urban Maricopa and Pima Counties) a group of predominantly rural Arizona Counties decided to form a separate group to focus on the transportation interests of the rural areas, which covers the majority of the area of the State. That agency is the RTAC.

A Legislative Liaison person was appointed, whose main role is to track mainly transportation legislation, at both the Federal and State levels. This position is administered through the Northern Arizona Council of Governments (NACOG) and is funded by all the rural Councils of Government and the smaller Metropolitan Planning Organizations, excluding the Maricopa and Pima Association of Governments (MAG and PAG). Funding is split on a population basis, and YMPO currently pays just over \$21,000 each year to fund this effort. The former Liaison was Kevin Adam, who has recently been replaced by Dorn Policy Group. YMPO is a full-voting member of the RTAC and usually appoints an official representative, plus an alternate. These members sit as voting members of the RTAC Board.

TECHNICAL IMPLICATIONS:

TECHNICAL: Representatives of the RTAC and the STB are usually selected from volunteers, but may be appointed by the Chair.

The appointed member of the AZSTB for the Arizona Department of Transportation (ADOT) District Six (which covers four Counties, including Yuma County) from 2018 to 2024 was Gary Knight, from the City of Yuma. The current official member for ADOT District Six is Sam Elters, from Mohave County. As such, it is appropriate to identify members of the YMPO Board to attend AZSTB meetings, in support of AZSTB Member

Sam Elters, specifically to represent/lobby for the Yuma region's best interests.

ACTION NEEDED:

Possible action to elect and/or confirm nominated members to the three Subcommittees, and YMPO representatives to the AZSTB and the RTAC.

PRIOR BOARD/COMMITTEE ACTIONS:

The Audit Subcommittee: For CY 2025, Secretary/Treasurer Luis Galindo was Chair, and Councilmember Wynnie Ortega and Deputy Mayor Smith served as members.

By-Laws Subcommittee: For CY 2025, Chairwoman Cruz, Councilmember Wynnie Ortega, and Supervisor Simmons served as members.

Director Evaluation Subcommittee: For CY 2025, Chairwoman Cruz, Councilmember Galindo, and Deputy Mayor Smith were members.

RTAC Oversight: During CY 2025, the primary member was Chairwoman Maria Cruz, and Councilmember Cecilia McCollough was the alternate.

AZSTB Oversight: During CY 2025, the primary member was Deputy Mayor Carol Smith, and Councilmember Karen Watts was the alternate.

CONTACT PERSON: Paul Ward, Principal Engineer, 928-783-8911.



YMPO EXECUTIVE BOARD

CY 2026 Subcommittee & Representatives

Quick Reference

YMPO EXECUTIVE BOARD

Chairwoman	Wynnie Ortega, Councilmember, Cocopah Indian Tribe
Vice-Chair	Luis Galindo, Councilmember, City of Somerton
Secretary/Treasurer	Lynne Pancrazi, Board of Supervisors, Yuma County
Member	Cecilia McCollough, Councilmember, Town of Wellton
Member	Martin Porchas, Board of Supervisors, Yuma County
Member	Maria Cruz, Councilmember, City of San Luis
Member	Carol Smith, Councilmember, City of Yuma
Member	Karen Watts, Councilmember, City of Yuma
Member	Mark Martinez, Councilmember, City of Yuma
Member	Sam Elters, Arizona State Transportation Board, AZSTB/ADOT

City of Yuma- Annual Declaration of Votes Est. 2/26/26 meeting

A.	Member, Deputy Mayor, Carol Smith	2 Votes
B.	Member, Councilmember, Karen Watts	2 Votes
C.	Member, Councilmember, Mark Martinez	1 Votes

Three Subcommittees:

- Audit Committee – 3 Members
 - Sec./Treasurer, Supervisor, Lynne Pancrazi - (Automatic Appointment)
 - Member, Councilmember, Karen Watts - Self-nominated and confirmed
 - Member, Councilmember, Luis Galindo - Nominated and not present
- YMPO By-Laws / Personnel Policies and Procedures Committee – 3 Members
 - Member, Chairwoman, Wynnie Ortega - Self-nominated and confirmed
 - Member, Councilmember, Mark Martinez - Self-nominated and confirmed
 - Member, Supervisor, Martin Porchas - Nominated and not present
- Election of Director's Performance Evaluation Subcommittee – 3 Members
 - Chairwoman, Councilmember, Wynnie Ortega - (Automatic Appointment)
 - Member, Councilmember, Mark Martinez - Self-nominated and confirmed
 - Member, Councilmember, Cecilia McCollough - Nominated and not present

Board/Council Representatives:

- RTAC Representatives – 2 Members (Primary & Alternate)
 - Member, Councilmember, Maria Cecilia Cruz - Self-nominated & confirmed
 - Member, Councilmember, Cecillia McCollough - Nominated and not present
- AZSTB YMPO Representatives – 2 Members (Primary & Alternate)
 - Member, Councilmember, Karen Watts - Self-nominated and confirmed
 - Member, Councilmember, Mark Martinez - Self-nominated and confirmed

YMPO INFORMATION SUMMARY for Agenda Item #7

FY 2026-30 YMPO Transportation Improvement Program – Amendment #4

DATE: March 26, 2026

SUBJECT: FY 2026-2030 YMPO Transportation Improvement Program (TIP) – Amendment #4.

SUMMARY:

The FY 2026-2030 YMPO TIP was initially approved on July 31, 2025, and has since been amended three times, most recently on January 29, 2026, by the Executive Board.

This amendment will add five HSIP projects to the TIP and amend one existing HSIP project.

The scope of work for the US-95 Raised Median construction project in San Luis changed from County 20 ½ St to County 21st Street in FY 2026. The project is now only one mile long.

FY 2026

TIP No.	FY	Agency	Project Name/Location	Project Description	Func/Class	Fund Source	Federal \$	HURF/State	Local \$	Total \$
2026										
SL 24-02C	2026	San Luis	US 95 Co. 20 1/2 St. to Co. 22nd St	Raised Median -Construction	FFC-3R	HSIP 5.7%	\$1,683,019	\$0	\$101,731	\$1,784,750
SL 24-02C	2026	San Luis	US 95 Co. 21 St. to Co. 22nd St	Raised Median -Construction	FFC-3R	HSIP 5.7%	\$1,683,019	\$0	\$101,731	\$1,784,750

In FY 2027, this amendment is adding five new design projects. The 44th Street sidewalk improvements from Avenue 12 ½ to Colina Avenue in Yuma County. The project consists of \$246,337 in federal funds and \$14,890 in local match.

The Avenue B and 3rd Street Traffic Signal. The project consists of 100% federal funding of \$207,670 in the City of Yuma.

The Pedestrian Hybrid Beacon crossings at three City of Yuma locations: 16th Street and Arcadia Lane, 8th Street and 5th Avenue, 8th Street and 8th Street and Clifford Way. The project consists of 100% federal funding of \$248,111.

The Redondo Center Drive between 16th Street and I-8 Ramps. The project consists of \$287,565 in federal funding and \$17,382 in local match in the City of Yuma.

Two traffic signals at 32nd Street and Cielo Verde Drive, and South Frontage Road at Avenue 10E. The project consists of 100% federal funding of \$251,298.

FY 2027

TIP No.	FY	Agency	Project Name/Location	Project Description	Func/Class	Fund Source	Federal \$	HURF/State	Local \$	Total \$
2027										
YC 27-01D	2027	Yuma Co.	44th Street, Avenue 12 1/2 E to Colina Avenue	44th Street Sidewalk Improvements: Installation of 10-foot-wide multi-use path on north side-Design	FFC-6R	HSIP 5.7%	\$246,337	\$0	\$14,890	\$261,227
YU 27-03D	2027	Yuma	Avenue B and 3rd Street Traffic Signal	Traffic signal-Design	FFC-4U	HSIP 100%	\$207,670	\$0	\$0	\$207,670
YU 27-04D	2027	Yuma	Pedestrian Hybrid Beacon (PHB) Crossings: 3 City Locations	PHB Crossings at 16th St/Arcadia Ln, 8th St/5th Ave and 8th St/Clifford Way-Design	FFC-4U	HSIP 100%	\$248,111	\$0	\$0	\$248,111
YU 27-05D	2027	Yuma	Redondo Center Drive Between 16th Street and I-8 Ramps	Redondo Center Drive Curves Flattening-Design	FFC-5U	HSIP 5.7%	\$287,565	\$0	\$17,382	\$304,947
YU 27-06D	2027	Yuma	Traffic Signals 2 City Locations	Traffic Signals at 32nd St and Cielo Verde Dr and South Frontage Rd at Avenue 10E-Design	FFC-4U	HSIP 100%	\$251,298	\$0	\$0	\$251,298

In FY 2028, this amendment will include three right-of-way projects: The 44th Street sidewalk improvements from Avenue 12 ½ to Colina Avenue in Yuma County. The project consists of \$20,557 in federal funds and \$1,242 in local match.

The Redondo Center Drive between 16th Street and I-8 Ramps. The project consists of \$122,590 in federal funding and \$7,410 in local match in the City of Yuma.

Two traffic signals at 32nd Street and Cielo Verde Drive, and South Frontage Road at Avenue 10E. The project consists of 100% federal funding of \$13,819.

FY 2028

TIP No.	FY	Agency	Project Name/Location	Project Description	Func/Class	Fund Source	Federal \$	HURF/State	Local \$	Total \$
2028										
YC 27-01R	2028	Yuma Co.	44th Street, Avenue 12 1/2 E to Colina Avenue	44th Street Sidewalk Improvements: Installation of 10-foot-wide multi-use path on the north side-ROW	FFC-6R	HSIP 5.7%	\$20,557	\$0	\$1,242	\$21,799
YU 27-05R	2028	Yuma	Redondo Center Drive Between 16th Street and I-8 Ramps	Redondo Center Drive Curves Flattening-ROW	FFC-5U	HSIP 5.7%	\$122,590	\$0	\$7,410	\$130,000
YU 27-06R	2028	Yuma	Traffic Signals 2 City Locations	Traffic Signals at 32nd St and Cielo Verde Dr and South Frontage Rd at Avenue 10E-ROW	FFC-4U	HSIP 100%	\$13,819	\$0	\$0	\$13,819

In FY 2029, this amendment is adding five new construction projects. The 44th Street sidewalk improvements from Avenue 12 ½ to Colina Avenue in Yuma County. The project consists of \$2,232,983 in federal funds and \$134,974 in local match.

Avenue B and 3rd Street Traffic Signal. The project consists of 100% federal funding \$1,352,500 in the City of Yuma. The Pedestrian Hybrid Beacon crossing at three City of Yuma locations: 16th Street and Arcadia Lane, 8th Street and 5th Avenue, and 8th Street and Clifford Way. The project consists of 100% federal funding \$1,929,093.

The Redondo Center Drive between 16th Street and I-8 Ramps. The project consists of \$4,552,782 in federal funding and \$275,195 in local match in the City of Yuma.

Two traffic signals at 32nd Street and Cielo Verde Drive, and South Frontage Road at Avenue 10E. The project consists of 100% federal funding \$2,189,027.

FY 2029

TIP No.	FY	Agency	Project Name/Location	Project Description	Func/Class	Fund Source	Federal \$	HURF/State	Local \$	Total \$
2029										
YC 27-01C	2029	Yuma Co.	44th Street, Avenue 12 1/2 E to Colina Avenue	44th Street Sidewalk Improvements: Installation of 10-foot-wide multi-use path on north side-Construction	FFC-6R	HSIP 5.7%	\$2,232,983	\$0	\$134,974	\$2,367,957
YU 27-03C	2029	Yuma	Avenue B and 3rd Street Traffic Signal	Traffic signal-Construction	FFC-4U	HSIP 100%	\$1,352,500	\$0	\$0	\$1,352,500
YU 27-04C	2029	Yuma	Pedestrian Hybrid Beacon (PHB) Crossings: 3 City Locations	PHB Crossings at 16th St/Arcadia Ln, 8th St/5th Ave and 8th St/Clifford Way-Construction	FFC-4U	HSIP 100%	\$1,929,093	\$0	\$0	\$1,929,093
YU 27-05C	2029	Yuma	Redondo Center Drive Between 16th Street and I-8 Ramps	Redondo Center Drive Curves Flattening-Construction	FFC-5U	HSIP 5.7%	\$4,552,782	\$0	\$275,195	\$4,827,977
YU 27-06C	2029	Yuma	Traffic Signals 2 City Locations	Traffic Signals at 32nd St and Cielo Verde Dr and South Frontage Rd at Avenue 10E-Construction	FFC-4U	HSIP 100%	\$2,189,027	\$0	\$0	\$2,189,027

The Technical Advisory Committee (TAC) recommends approval of TIP amendment #4.

PUBLIC INPUT:

There has been no public input on this subject.

ACTION NEEDED:

This item is on the agenda for information, discussion, and possible action to approve the FY 2026-2030 YMPO TIP Amendment #4.

CONTACT PERSON: Fernando Villegas, Senior Transportation Planner.

YMPO INFORMATION SUMMARY for Agenda Item #8

Short-Range Transit Plan (RFP)

DATE: March 26, 2026

SUBJECT: Short-Range Transit Plan (RFP)

SUMMARY:

YMPO applied for the 5305(e) FFY2025 Transit Planning funding, and on January 23, 2026, ADOT informed YMPO that \$180,000 in funding was approved. This includes \$169,740 in Federal funding and \$10,260 in local match to develop a Short-Range Transit Plan (SRTP). YMPO will work closely with YCIPTA on this project, and a Request for Proposal will be released soon. YMPO Board members are encouraged to share any transit needs to be considered and evaluated during the process.

The SRTP is funded by an FTA Section 5305(e) Consolidated Planning Grant. The SRTPs should be thoroughly updated every five years, with a planning scope of five years (FY 2026 – FY 2030). This summary was also shared with the YMPO TAC earlier this month.

Anticipated Timeline for the Short-Range Transit Plan:

DATE	ACTIVITY
3/30/2026	Release Date of RFP – START DATE
4/30/2026	RFP submittals are due no later than 3 P.M. MST
5/25/2026	YCIPTA Board of Directors recommends the firm/team
5/28/2026	YMPO Executive Board approves selected firm/team
6/08/2026	Estimated Notice to Proceed
5/20/2027	Draft due for YCIPTA/YMPO review
7/26/2027	Estimated final report due. (Board of Directors Approval)

PUBLIC INPUT: No public input has been provided on this subject.

ACTION NEEDED:

This item is on the agenda for information and discussion only.

CONTACT PERSON:

JR Aguilar, Regional Mobility Manager and Title VI Coordinator, 928-783-8911.

YMPO INFORMATION SUMMARY for Agenda Item #9

The Transportation Alternatives (TA) Program

DATE: March 26, 2026

SUBJECT: The Transportation Alternatives (TA) Program

SUMMARY:

The Transportation Alternatives (TA) Program is a federally funded program that supports community-based projects that focus on improving safety, connectivity, and quality of life while reducing reliance on motor vehicles.

The Transportation Alternatives program is being operated as a competitive-grant program that is funded through a set-aside of the Surface Transportation Block Grant (STBG) Program under the Bipartisan Infrastructure Law. Example projects that are eligible for TA funding are multi-use pathways, Safe Routes to School projects, historic preservation, and safety assessments, just to name a few.

The FY27 TA call for projects began on February 27, 2026, with applications being accepted through April 3, 2026. ADOT is held a TA program information webinar on March 9, 2026 ([TA Program Informational Webinar](#)), to go over changes and review the new TA application. Tribal governments, transit agencies, school districts, and non-profit organizations need to pull together project documentation, community support evidence, and mini-DCRs for submittal. More information and the TA guidebook are available at the Transportation Alternatives website at www.azdot.gov/TA.

For this FY27 cycle, there will be \$16.9M available for Greater Arizona with \$5.85M already awarded to projects from the previous TA cycle(s). The remaining \$11.1M for FY27 is available for new project funding across fiscal years FY27/28/29.

The application process requires a Letter of Support from the MPO. During the first cycle of the Transportation Alternatives (TA) Program, the Executive Board unanimously approved at its August 24, 2023, meeting the authorization for the Executive Director to issue letters of support for eligible projects in order to accommodate the program's short application window.

To date, YMPO has received a letter of support request from Yuma County for the construction of the Ferguson Lateral Canal Multi-Use Pathway from West Main Canal to 5th Street. Additional requests for letters of support may be submitted by member agencies during the current call for projects period.

PUBLIC INPUT: There has been no public input on this subject, to date.

ACTION NEEDED: This item is on the agenda for information and discussion only.

CONTACT PERSON: Jeff Heinrichs, IT Manager/Associate Planner.

YUMA METROPOLITAN PLANNING ORGANIZATION

230 West Morrison Street
Yuma, Arizona 85364

Phone: (928) 783-8911

www.ympo.org



March 17, 2026

The Honorable Mark Kelly and Ruben Gallego
United States Senate
Hart Senate Office Building
Washington, DC, 20510

Re: FY 2027 Congressionally Directed Spending Funding Request

Dear Honorable Senator Kelly and Senator Gallego,

I am writing on behalf of the Yuma Metropolitan Planning Organization to endorse Yuma County's FY 2027 Congressionally Directed Spending project proposal for the extension of Avenue E, connecting State Route 195 to US Highway 95.

This significant project entails the development of a new north-south roadway corridor linking the San Luis Port of Entry II to the Somerton and Yuma communities. By forging this essential roadway, direct access from the international border to US-95 for commercial vehicles will be established, alleviating commercial traffic from the main streets of these communities and minimizing the risk of accidents.

The extension of Avenue E promises multifaceted benefits. It stands to elevate the region's competitiveness by granting direct entry to the San Luis II Port of Entry, facilitating billions of dollars in trade between the U.S. and Mexico. Additionally, it will streamline the path between Yuma's International Airport and the San Luis II Commercial Port of Entry, while significantly enhancing access to Rolle Airfield for both general aviation and future commercial services. In addition to the previously mentioned benefits, the new roadway will include a multi-use path alongside the roadway, allowing pedestrians and cyclists to navigate the area safely. This feature will improve the quality of life for those who use walking or biking paths.

Moreover, this endeavor addresses a critical concern by mitigating congestion on US-95 and SR-195 during peak periods. By curbing traffic snarls, we anticipate a substantial reduction in the risk of accidents, thereby markedly improving the safety of Yuma County's transportation infrastructure.

I am confident that the extension of Avenue E is an essential infrastructure development crucial for Yuma County's growth and prosperity. The anticipated reductions in travel time, traffic congestion, and potential accidents will significantly benefit our community. Moreover, this project is also identified in the YMPO's 2026-2050 Long-Range Transportation Plan, reflecting its importance as a regionally supported investment to improve multimodal connectivity and safety across the Yuma urbanized area. It aligns with our organization's commitment to fostering sustainable and equitable development in the region. If further information or support is needed, please do not hesitate to reach out. We are eager to assist in any way to ensure the success of this vital initiative.

Respectfully,

A handwritten signature in blue ink, appearing to read 'Crystal Figueroa', is written over a light blue horizontal line.

Crystal Figueroa
Executive Director

YUMA METROPOLITAN PLANNING ORGANIZATION

230 West Morrison Street
Yuma, Arizona 85364

Phone: (928) 783-8911

www.ympo.org



March 17, 2026

The Honorable Mark Kelly and Ruben Gallego
United States Senate
Hart Senate Office Building
Washington, DC, 20510

Re: FY 2027 Congressionally Directed Spending Funding Request

Dear Honorable Senator Kelly and Senator Gallego,

On behalf of the Yuma Metropolitan Planning Organization, I am writing in strong support of Yuma County's request for Congressionally Directed Spending (CDS) funding for the Ferguson Lateral Canal: West Main Canal to 5th Street Multi-Use Pathway Project for the FY 2027 CDS cycle.

This critical infrastructure project will construct a 0.65-mile multi-use pathway within the Avenue B&C Colonia neighborhood, a historically underserved area of our community. The project directly addresses safety and mobility challenges by creating a dedicated pedestrian and bicycle pathway that separates non-motorized users from high-traffic roadways. Residents currently rely on narrow streets shared with motor vehicles to access schools, workplaces, and essential services, creating significant safety risks. The pathway will provide a secure and accessible route equipped with lighting, signage, and other pedestrian-friendly features, improving mobility and reducing the potential for accidents.

The Ferguson Lateral Canal: West Main Canal to 5th Street Multi-Use Pathway Project represents an important investment in equitable infrastructure and public safety, and it aligns with CDS priorities that promote regional development and improved quality of life. We strongly support the County's efforts to advance this initiative and respectfully request your consideration of funding for this vital project. Should you require additional information, please do not hesitate to contact me at 928-783-8911 or cfigueroa@ympo.org.

Sincerely,

A handwritten signature in blue ink that reads 'Crystal Figueroa'.

Crystal Figueroa
Executive Director

YUMA METROPOLITAN PLANNING ORGANIZATION

230 West Morrison Street
Yuma, Arizona 85364

Phone: (928) 783-8911

www.ympo.org



March 17, 2026

The Honorable Mark Kelly and Ruben Gallego
United States Senate
Hart Senate Office Building
Washington, DC, 20510

Re: FY 2027 Congressionally Directed Spending Funding Request

Dear Honorable Senator Kelly and Senator Gallego,

The Yuma Metropolitan Planning Organization is pleased to express our strong support for Yuma County's request for Congressionally Directed Spending (CDS) to fund the East Main Canal: Yuma Co. 12th St (City of Yuma 40th Street) to Yuma Co. 14th Street: Multi-Use Pathway project.

This project will extend the City of Yuma's existing bike path network by approximately two miles in order to provide a continuous multi-use pathway for cyclists and pedestrians. Currently, many pedestrians and cyclists traveling to and from the southern part of the county are forced to use Avenue A/County Airport Loop Road, a heavily trafficked roadway with no shoulder space and heavy truck and passenger vehicle traffic. This project will eliminate safety concerns by providing a dedicated multi-use pathway that allows residents and visitors to reach the East Main Canal Pathway safely.

Constructing a multi-use pathway along the East Main Canal will not only provide a safer travel route but also serve as a visible reminder of the critical role the Colorado River plays in the region. Additionally, this project supports the long-term goal of connecting the Cities of Yuma, Somerton, and San Luis through a continuous bike and pedestrian network. This project is also identified in the YMPO's 2026-2050 Long-Range Transportation Plan, reflecting its importance as a regionally supported investment to improve multimodal connectivity and safety across the Yuma urbanized area. By encouraging walking, biking, and recreation along the canal, this project promotes healthy lifestyles, expands access to federal lands, and enhances safe, year-round outdoor mobility for residents and visitors alike.

We strongly support Yuma County's efforts to move this project forward and are available to provide additional input or assistance as needed. Please do not hesitate to contact us at 928-783-8911 or Cfigueroa@ympo.org for further information.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Crystal Figueroa', is written over a light blue horizontal line.

Crystal Figueroa
Executive Director

YMPO INFORMATION SUMMARY for Agenda Item 11

FY 2026-27 YMPO Unified Planning Work Program Amendment #3

DATE: March 26, 2026

SUBJECT: FY 2026-27 YMPO Unified Planning Work Program (UPWP) Amendment #3

SUMMARY:

Every two years, the YMPO develops the UPWP and Annual Budget in steps over a several-month timeframe. The Executive Board originally approved the current FY 2026-27 UPWP on May 29, 2025, and since then two amendments on October 30, 2025, and December 11, 2025, respectively.

YMPO received the official Section 5305(e) Transit Planning award notice from ADOT on January 23, 2026, confirming \$180,000 in total funding for FY 2026, consisting of \$169,740 in federal funds and \$10,260 in local match. This amendment updates the previously estimated funding amount to reflect the final award and applies the required 94.3% federal and 5.7% local match. These funds are budgeted for the development of a Short-Range Transit Plan.

PUBLIC INPUT:

No members of the public have commented on this request, to date.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Many, but not all, of the Federal funds available to the region may be carried forward from one fiscal year to another. In addition, the Infrastructure Investment and Jobs Act (IIJA, also known as the Bipartisan Infrastructure Law, or BIL) and the change in local In-Kind donations may change the local match required by member agencies. This will be researched further and presented to the Executive Board in a future meeting.

POLICY: Title 23, Code of Federal Regulations (CFR) §450 et al., contains guidance on what projects need to be carried out by MPOs.

ACTION NEEDED:

This item is on the agenda for review, discussion, and possible action to approve Amendment #3 to the current FY 2026/27 UPWP, specifically, the FY 2026 budget.

CONTACT PERSON:

Crystal Figueroa, Executive Director or Lourdes Lopez, Accountant II and Executive Assistant, 928-783-8911

YUMA METROPOLITAN PLANNING ORGANIZATION

230 West Morrison Street
Yuma, Arizona 85364

Phone: (928) 783-8911

www.ympo.org



TO: Crystal Figueroa, Executive Director

FROM: Lourdes Lopez, Accountant II/Executive Assistant

Date: March 26, 2026

RE: Amendment #3 to the Fiscal Year 2026-27 YMPO Unified Planning Work Program (UPWP) and Annual Budget, changes pertain to FY 2026 only.

The following is the change being requested to FY 2026 of the FY 2026-27 YMPO UPWP under Amendment #3:

1. Updated the federal award amount for the 5305(e) Transit Planning program from \$150,000 to \$169,740. The total project funding is \$180,000, including \$10,260 in local match for the development of a Short-Range Transit Plan.

The amount of the total (Federal & State funds) budgeted for FY 2026 of FY 2026-2027 UPWP increased from \$1,472,456 to \$1,492,196. The total amount of Federal, State, and Local funds in the budget for FY 2026 has increased from \$1,832,198 to \$1,824,698.

FY 2026-27 YMPO Unified Planning Work Program
Amendment #3, Financial Tables (FY 2026)

Table 1A: Detail of Federal, State and Local Funding Sources FY 2026	
State Funding Sources	
Agency	
ADEQ	\$10,000
FY 2025 BF Federal Funding Sources	
SPR	\$44,045
PL (CPG)	\$73,279
5305d (CPG)	\$36,779
STBG	\$69,756
5310	\$22,764
FY 2026 New Federal Funding Sources	
SPR	\$175,000
PL (CPG)	\$407,346
PL (ISATO)	\$20,287
SS4A	\$240,000
5310	\$100,000
5305e (CPG)	\$169,740
5305d (CPG) Oct 1-Sept 30	\$123,201
Sub Total Federal & State	\$1,492,196
Local Area Funds (YMPO FUNDS)	
YMPO Local Contributions	\$118,652
City of Yuma Traffic Count	\$15,199
SS4A CSAP	\$60,000
Sub Total Local	\$193,851
In-Kind 2026 (Match for SPR/PL/FTA)	
Agency	
YMPO Indirect Costs - 15% De minimis Rate and Limited TAC/Other Agency In-Kind Participation	\$138,650
Sub Total In Kind	\$138,650
Total Available	\$1,824,698

Table 3A: FY 2026-27 YMPO UPWP; Operating Expenses by Work Element

WORK ELEMENT		EXPENSES				TOTAL COSTS
		Salaries & Benefits	Direct Expenses	Match	Local	
I.	ADMINISTRATION	\$164,657	\$193,932	\$43,600	\$17,500	\$419,689
II.	DATA COLLECTION / AIR QUALITY	\$10,367	\$0	\$22	\$0	\$10,390
III.	TRANSPORTATION PROGRAM	\$190,854	\$17,044	\$39,446	\$0	\$247,344
IV.	REGIONAL PLANNING	\$74,152	\$322,777	\$28,362	\$0	\$425,290
V.	SPECIAL PROJECT PLANNING	\$143,563	\$258,547	\$17,847	\$140,199	\$560,157
VI.	LONG RANGE PLANNING	\$31,032	\$56,066	\$5,795	\$1,152	\$94,045
VII.	PUBLIC PARTICIPATION	\$9,789	\$0	\$1,427	\$0	\$11,215
VIII.	PUBLIC TRANSPORTATION	\$10,099	\$0	\$993	\$0	\$11,093
IX.	ENVIRONMENTAL OVERVIEW	\$2,352	\$0	\$142	\$0	\$2,494
X.	CAPITAL EXPENDITURES	\$6,966	\$0	\$1,015	\$35,000	\$42,981
TOTAL		\$643,831	\$848,366	\$138,650	\$193,851	\$1,824,698

Table 4A: FY 2026-27 YMPO UPWP; Direct Expenses by Work Element

WORK ELEMENT		Travel & Training	Contractual	Supplies	M&O	Technology	Membership	TOTAL
I.	ADMINISTRATION	\$20,722	\$50,850	\$6,150	\$95,510	\$15,700	\$5,000	\$193,932
II.	DATA COLLECTION / AIR QUALITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III.	TRANSPORTATION PROGRAM	\$0	\$0	\$17,044	\$0	\$0	\$0	\$17,044
IV.	REGIONAL PLANNING	\$0	\$322,777	\$0	\$0	\$0	\$0	\$303,037
V.	SPECIAL PROJECT PLANNING	\$0	\$250,047	\$8,500	\$0	\$0	\$0	\$258,547
VI.	LONG RANGE PLANNING	\$0	\$56,066	\$0	\$0	\$0	\$0	\$56,066
VII.	PUBLIC PARTICIPATION	\$0	\$0	0	\$0	\$0	\$0	\$0
VIII.	PUBLIC TRANSPORTATION	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IX.	ENVIRONMENTAL OVERVIEW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
X.	CAPITAL EXPENDITURES	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL		\$20,722	\$679,739	\$31,694	\$95,510	\$15,700	\$5,000	\$848,365

Table 2A: FY 2026-27 YMPO UPWP; Budget Detail – Work Task by Fund

#	TITLE	FWHA CONSOLIDATED PLANNING GRANT (CPG)					FWHA					FTA				ADEQ	YMPO	FY 2026
		PL	*ISATO 2.5%	MATCH	5305d	MATCH	SPR	MATCH	SS4A	STBG	MATCH	5310	MATCH	5305e	MATCH	FUNDS	Local Funds	TOTAL
100	Administration & Management	\$ 205,053.00		\$ 12,394.51	\$ 37,871.12	\$ 2,289.13	\$ 115,665.25	\$ 28,916.31								\$ 17,500.00	\$ 419,689.33	
200	Air Quality Conformity	\$ 367.41		\$ 22.21											\$ 10,000.00		\$ 10,389.62	
300	2022-2026 TIP	\$ 10,301.91		\$ 622.70	\$ 13,735.88	\$ 830.27	\$ 10,301.91	\$ 2,575.48									\$ 38,368.15	
302	Transportation Enhancement - AZ	\$ 3,946.60		\$ 238.55			\$ 986.65	\$ 246.66									\$ 5,418.46	
304	Intelligent Trans. Systems (ITS)	\$ 3,248.47		\$ 196.35	\$ 3,918.81	\$ 236.87	\$ 2,021.54	\$ 505.38									\$ 10,127.43	
305	Goods/Freight/Rail Planning	\$ 4,594.41		\$ 277.71	\$ 3,216.09	\$ 194.40	\$ 1,378.32	\$ 344.58									\$ 10,005.51	
307	Cross Border/Trade Corridor Planning	\$ 3,293.17		\$ 199.06	\$ 4,116.46	\$ 248.82	\$ 4,351.68	\$ 1,087.92									\$ 13,297.11	
308	HPMS	\$ 15,722.19		\$ 950.33													\$ 16,672.53	
309	Transportation Coordination										\$ 122,763.53	\$ 30,690.88					\$ 153,454.42	
400	Regional Planning	\$ 73,377.56	\$ 10,240.00	\$ 4,435.33	\$ 54,179.96	\$ 3,274.93	\$ 15,819.37	\$ 3,954.84		\$ 35,577.00	\$ 2,150.47						\$ 203,009.45	
401	Review/Update Socio-Econ. File	\$ 5,641.88		\$ 341.03			\$ 1,410.47	\$ 352.62									\$ 7,746.00	
403	Transit Planning	\$ 1,153.26		\$ 69.71	\$ 288.32	\$ 17.43	\$ 1,441.58	\$ 360.39					\$ 169,740.00	\$ 10,260.00			\$ 183,330.68	
404	Port of Entry Planning				\$ 3,940.64	\$ 238.19	\$ 3,940.64	\$ 985.16									\$ 9,104.64	
405	Linking Trans/Land Use/ED/Tourism	\$ 4,387.74		\$ 265.22			\$ 2,362.63	\$ 590.66									\$ 7,606.25	
406	Coordination w/ADOT Studies	\$ 9,399.02		\$ 568.13	\$ 2,685.44	\$ 162.32	\$ 1,342.72	\$ 335.68									\$ 14,493.31	
500	Special Projects Planning	\$ 4,664.62	\$ 10,047.00	\$ 281.95	\$ -	\$ -	\$ 3,816.51	\$ 954.13								\$ 60,000.00	\$ 79,764.21	
520	Traffic Count Program	\$ 42,509.16		\$ 2,569.48	\$ 26,568.22	\$ 1,605.93	\$ 24,529.67	\$ 6,132.42								\$ 12,665.84	\$ 116,580.72	
530	Traffic Count Equipment	\$ 8,867.08		\$ 535.97			\$ 9,485.23	\$ 2,371.31								\$ 2,533.17	\$ 23,792.76	
540	Traffic Engin./Planning Assistance	\$ 4,247.04		\$ 256.71			\$ 1,061.76	\$ 265.44									\$ 5,830.95	
560	Traffic Safety	\$ 8,984.19		\$ 543.05			\$ 2,246.05	\$ 561.51	\$ 240,000.00							\$ 60,000.00	\$ 312,334.80	
570	GIS/Transportation Planning	\$ 10,558.56		\$ 638.22			\$ 4,525.10	\$ 1,131.27								\$ 5,000.00	\$ 21,853.15	
600	Long Range Transportation Planning	\$ 13,721.33	\$ -	\$ 829.39	\$ 3,430.33	\$ 207.35				\$ 34,178.76	\$ 2,065.95						\$ 54,433.12	
601	Federal/State/Local Legislation	\$ 29,547.92		\$ 1,786.04												\$ 1,151.95	\$ 32,485.91	
602	Small Community Assistance	\$ 3,420.61		\$ 206.76			\$ 2,798.68	\$ 699.67									\$ 7,125.73	
700	Public Participation Plan	\$ 4,404.90		\$ 266.26	\$ 978.87	\$ 59.17	\$ 4,404.90	\$ 1,101.22									\$ 11,215.30	
800	Public Transportation Planning (Transit)	\$ 3,029.79		\$ 183.14	\$ 5,049.66	\$ 305.23	\$ 2,019.86	\$ 504.97									\$ 11,092.65	
900	Environmental Overview	\$ 2,352.08		\$ 142.17													\$ 2,494.25	
1000	Capital Expenditures	\$ 3,831.29		\$ 231.58			\$ 3,134.69	\$ 783.67								\$ 35,000.00	\$ 42,981.24	
	TOTAL	\$ 480,625.18	\$ 20,287.00	\$ 29,051.58	\$ 159,979.79	\$ 9,670.04	\$ 219,045.21	\$ 54,761.30	\$ 240,000.00	\$ 69,755.76	\$ 4,216.41	\$ 122,763.53	\$ 30,690.88	\$ 169,740.00	\$ 10,260.00	\$ 10,000.00	\$ 193,850.96	\$ 1,824,698

YMPO INFORMATION SUMMARY for Agenda Item #12

FY 2026 Title VI Update, Training and Guidance

DATE: March 26, 2026

SUBJECT: FY 2026 Title VI Update, Training and Guidance (PPT)

SUMMARY:

The Yuma Metropolitan Planning Organization (YMPO) submits an annual update to the Title VI Plan and Goals and Accomplishments report, ensuring compliance with non-discrimination regulations. Our updated Title VI Nondiscrimination Plan is in development to fully meet the ADOT FHWA/FTA Checklist (revised 2/5/2026) and includes a 'Compliance Roadmap' to make sure all activities, TIP development, public hearings, and transit planning follow Title VI. To stay compliant, I will conduct Title VI training for all Executive Board and Technical Advisory Committee members, as well as YMPO staff.

Key Components:

- **Annual Submission:** The Title VI Plan includes updates on role changes, Public Participation Plan (PPP), and Language Assistance provisions.
- **Meeting Protocols:** Every YMPO meeting begins with a brief Title VI statement to reinforce awareness. Survey Cards are available at all meetings to gather public feedback.
- **Organizational Updates:** Any changes to YMPO's structure will prompt immediate updates to Title VI documentation to maintain accuracy.
- **Training Commitment:** Boards and committees undergo regular Title VI training to ensure ongoing understanding and compliance.
- Title VI training sessions are conducted twice annually, or as needed to address significant updates to the plan or related documents.

Purpose:

This training ensures the Executive Board is equipped to uphold Title VI principles, fostering equitable and transparent decision-making in YMPO's transportation planning processes.

The final plan should be ready for your review and approval before the August 1 deadline. Please let me know if you have any questions.

ACTION NEEDED:

This item is on the agenda for information and discussion only. YMPO Title VI Coordinator, Mr. Aguilar, will provide Title VI Training & Discussion through a PowerPoint presentation.

CONTACT PERSON:

JR Aguilar, Regional Mobility Manager and Title VI Coordinator, 928-783-8911.



Yuma Metropolitan Planning Organization Title VI Nondiscrimination Program FHWA/FTA Compliance Training & Plan Overview

Presentation by: JR Aguilar, Title VI Coordinator

Date: March 2026



Agenda

- What is Title VI?
- ADOT Oversight & YMPO Role
- Current Updates & Changes (2026)
- Purpose & Due Date of the Plan
- Guiding Regulations & Updated Checklist
- Title VI Plan – All 16 Required Elements (FTA-compliant)
- Goals & Accomplishments Reporting
- Demographic Table Update
- Next Steps & YMPO Implementation



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Title VI of the Civil Rights Act of 1964

Title VI Statement

“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal Financial assistance.” (42 USC 2000d)



ADOT External Civil Rights (ECR) Title VI Oversight

- Title VI Implementation Plan review & approval
- Goals & Accomplishments Report
- On-site compliance reviews
- Partnership & technical support (ECR now offers joint deficiency review meetings)



Purpose of the Title VI Nondiscrimination Plan

- Documents how Title VI is implemented in all YMPO programs & activities
- Processes for nondiscrimination in FHWA/FTA-funded projects
- User-friendly and accessible to the public (23 CFR 200.9(b)(11))



Title VI Implementation Plan Checklist



- Covers State Fiscal Year 2027 (July 1, 2026 – June 30, 2027)
- Updated 2/5/2026 FHWA/FTA Checklist (ADOT version)
- All 16 elements required for FTA & FHWA compliance
- (References: 23 CFR 200.9, FTA C 4702.1B, USDOT Order 1050.2A)

Elements 1–2: Policy Statement & Standard DOT Assurances

1. Policy Statement (signed by Executive Director, includes race/color/national origin)
2. USDOT Order 1050.2A Assurances (signed annually, include all Appendices A–E, unaltered)
Reminder: All FHWA contracts must include Title VI language + Appendices



Element 3: Notice to the Public

- Name & contact of Title VI Coordinator (JR Aguilar)
- Basis: race, color, national origin
- How to file a complaint
- Location in office (e.g., lobby, website, front desk) (FTA C 4702.1B Appendix B)

Yuma Metropolitan Planning Organization

YMPO's NONDISCRIMINATION NOTICE TO THE PUBLIC

The Yuma Metropolitan Planning Organization (YMPO) hereby gives public notice that it is the agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990 (ADA), and other related authorities in all of its programs and activities.

YMPO's Title VI and ADA Programs require that no person shall, on the grounds of race, color, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Any person who believes their Title VI or ADA rights have been violated, may file a complaint. Any such complaint must be in writing and filed with Yuma MPO's Title VI Coordinator, within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. Title VI Discrimination Complaint Forms may be obtained from the Yuma MPO Office or website.

AVISO DE NO DISCRIMINACIÓN AL PÚBLICO DE YMPO

La Organización de Planificación Metropolitana de Yuma (YMPO) por la presente da aviso público de que es la política de la agencia para asegurar el pleno cumplimiento del Título VI de la Ley de Derechos Civiles de 1964, el Título II de la Ley de Estadounidenses con Discapacidades de 1990 (ADA), y otras autoridades relacionadas en todos sus programas y actividades.

Los programas del Título VI y ADA de YMPO requieren que a ninguna persona se le excluya de participar, se le nieguen beneficios o de ninguna otra manera sea sujeta a discriminación en ningún programa o actividad de YMPO por motivo de raza, color, país de origen, o discapacidad.

Cualquier persona que crea que sus derechos bajo el Título VI o ADA han sido violados, puede presentar una queja. Cualquier queja debe ser por escrito y presentada ante el Coordinador del Título VI de Yuma MPO, dentro de los ciento ochenta (180) días siguientes a la fecha de la supuesta ocurrencia discriminatoria. Los Formularios de Queja de Discriminación del Título VI pueden obtenerse en la Oficina de la MPO de Yuma o en el sitio web.

Jesus "JR" Aguilar
Title VI Coordinator/Mobility Manager
Title_VI_Coordinator@ympo.org

YMPO Title VI Coordinator
230 West Morrison Street
Yuma, Arizona 85364
928-783-8911
www.ympo.org

Element 4: Dissemination of Title VI Information

- Public Outreach: Tools, strategies, virtual participation compliance
- Language Assistance: Four-Factor Analysis encouraged (Census table C16001), record requests, tools/resources, Safe Harbor languages, no time-limit restrictions (23 CFR 200.9(b)(12))

Table 3: LAP language group Populations that meet the *Safe Harbor Thresholds

Languages Spoken at Home				
Yuma MPO region	Language	Percent	Speak English less than "very well"	Total Population
San Luis	Spanish	41.3%	14,423	37,337
Somerton	Spanish	30.8%	4,183	14,574
Wellton	Spanish	6.5%	160	2,527
Cocopah	Spanish	5.9%	51	912
Fort Yuma	Spanish	2.9%	30	1,070
City of Yuma	Spanish	15.1%	14,043	100,139
Yuma County	Spanish	20.8%	41,031	211,741

Source: U.S. Census Bureau, (n.d.) "Language Spoken at Home for the Population 5 Years and Over." American Community Survey, ACS 5-Year Estimates, 2020-2024. Detailed Tables, Table C16001, Accessed on March 16th, 2026.

*Safe Harbor Threshold: LAP language group that constitutes 5% or 1,000, whichever is less, of the population of persons eligible to be served or likely to be affected or encountered.

Title VI Plan Update – LEP References (Per ADOT 2026 Training)



Executive Order 13166 (Improving Access to Services for Persons with Limited English Proficiency – LEP) has been rescinded.

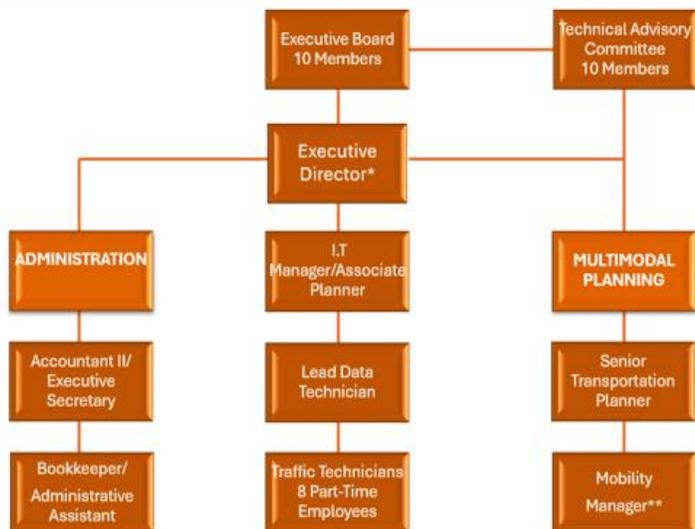


Action Required: Remove all references to “Limited English Proficiency” or “LEP” from YMPO’s Title VI Nondiscrimination Plan.

- The section remains “Language Assistance” (no new LAP terminology required). Continue describing:
 - Method to assess language needs (Four-Factor Analysis encouraged, not required)
 - Recording of requested services
 - Tools/resources provided
 - Public notification that services are available upon request (no time limits)
 - Source: ADOT FHWA/FTA Title VI Training (Feb 11, 2026) & Updated Checklist (2/5/2026) Reference: 23 CFR § 200.9(b)(11) & 23 CFR 200.9(b)(12)

Elements 5–8: Demographic Profile, Staffing, Board Review, Committee Membership

Organizational Structure



5. Demographic profile of Yuma metropolitan area (FTA C 4702.1B)
6. Title VI Coordinator (JR Aguilar) + org chart showing direct access to Director
7. Executive Board review & approval (include meeting minutes)
8. Committee lists, selection process, minority participation (table by race if YMPO selects members)

Elements 9–11: Maps, Data, Public Participation

- 9. Demographic maps + FTA project locations (or note “no FTA projects”)
- 10. Data collection, reporting & analysis (Demographics + Impact/Benefit)
- 11. Public Participation Plan link + outreach summary + Virtual Public Involvement (VPI) Title VI compliance

Table 2: 2020-2024, American Community Survey 5-Year Estimates Data Profiles

General Characteristic	Percentage of Total Community						
	City of Yuma	Yuma County	City of San Luis	City of Somerton	Town of Wellton	Cocopah Indian Tribe	Fort Yuma Indian Tribe
Male	51.6%	51.6%	53.5%	53.5%	48.9%	40.3%	43.4%
Female	48.4%	48.4%	46.5%	46.5%	51.1%	56.6%	58.6%
Hispanic/Latino (any race)	60.8%	64.9%	93%	93%	16.7%	15.5%	20.3%
White	42.8%	37.5%	30.2%	30.2%	94.3%	34.5%	11.2%
Black/African American	2.2%	1.7%	1.6%	1.6%	3.5%	2.2%	0.0%
Am. Indian/Alaskan Native	1.2%	1.4%	1.6%	2.0%	1.8%	62.6%	74.1%
Asian	1.8%	1.1%	0.1%	0.1%	0.8%	3.3%	0.4%
Pacific Islander	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%
Two or more Races	32.5%	41.8%	63.1%	63.1%	6.3%	6.3%	11.4%
Other	48.1%	55.7%	61.1%	66.1%	11.5%	4.0%	2.9%
Poverty (18-64 years)	13.9%	14.3%	21.9%	21.9%	11.6%	37.3%	31.6%

Source: 2020 -2024 American Community Survey, <https://data.census.gov>

Elements 15–16 & Closing: Program Reviews, Subrecipients, Next Steps



15. Program Area Review
Procedures (TIP, PIP, etc.)

16. Subrecipient Review (list if any;
or statement “YMPO has no
FHWA/FTA subrecipients”)
Goals & Accomplishments
Report (annual)

Next Steps: Finalize plan by mid-
April 2026, Executive Board
approval, submit by August 1, 2026